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KOWLOON MUSIC STORE

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NOTICE OF REMOVAL.

We beg to Notify the Public of Our REMOVAL on the 1st
APRIL, 1924, into New Premises situated in the ASIATIC
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CENTRAL

THE PHARMACY,
(FLETCHER & CO., LTD.)
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TEL. 345.

COMPANY REPORT.

**THE DOUGLAS STEAMSHIP CO.,
LIMITED.**

The Report for presentation to the
shareholders at the forty-first ordinary
general meeting states:-

The General Managers beg to submit
to the shareholders their report on the
six months' working of the Company
ended 31st December, 1923.

After paying all running expenses,
docking charges, premia of insurance,
allowances for leave and pensions of the
floating staff, and allowing \$41,000 for
depreciation of the steamers and other
properties for the half year, there re-
mains a balance at credit of profit and
loss account of \$70,776.73 which, subject
to the approval of shareholders it is pro-
posed to deal with as follows:-

To pay a dividend of 6 per
cent. (\$3 per share) \$60,000.00
To transfer to reserve fund... 10,776.73
\$70,776.73

The steamers of the Company are in
good order; *Hatching* and *Hakong*
having undergone very extensive over-
hauls during the period. The new steamer
Haining is expected to be ready for
service at the end of March.

Consulting Committee.—Hon. Mr. A. O.
Lang resigned from the Committee, and
Mr. C. G. Mackie was invited to take his
place. The Committee now consists of
Mr. D. G. M. Bernard, Mr. W. E. Clarke
and Mr. C. G. Mackie, who retire, but
offer themselves for re-election.

Auditors.—The accounts have been
audited by Hon. Mr. A. R. Lowe and
Mr. C. Bernard Brown, who retire and
the election of Messrs. Lowe, Bingham &
Mathews and Messrs. Linstead & Davis,
as auditors is recommended.

DIVIDEND ANNOUNCEMENT.

**CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

The Hongkong Branch of the Chartered
Bank yesterday received the following
telegram from the Head Office in Lon-
don:-

"At the approaching annual general
meeting of shareholders the Directors
will recommend that a dividend be de-
clared for the past half year at the
rate of 14 per cent. per annum and a
bonus of 6s. 6d. per share free of in-
come tax; that £100,000 be added to the
reserve fund; that £25,000 be added
to officers' superannuation fund; that
£50,000 be written off premises ac-
count; and that £22,407 13s. 6d. be
carried forward."

The above dividend and bonus, together
with the interim dividend of 14 per cent.
per annum paid in September last is
equal to 28 per cent., free of income tax,
on the paid up capital of £3,000,000.

**FATHER VAN PRAET'S
ORDEAL.**

SAW 40 FELLOW-PRISONERS SHOT.
GHOSTLY EXPERIENCES WHILE IN
CAPTIVITY.

Some amazing information has come to
hand, the *N. C. Daily News* says, regard-
ing the recent capture by bandits and
subsequent release of Dr. Thompson and
Father van Praet, the story being told
in a letter received by Mr. A. de C.
Sowerby from the Trans-Asia Photo
Scientific Expedition. At Paotou, where
Dr. Thompson was captured, the expedi-
tion got into touch with Father van
Praet, the priest recently released after
having been captured by bandits about
340 miles south of Kueihuangcheng. Father
van Praet was taken into the Ordos
Desert and kept at the headquarters of
the Northern Ordos Mongols, the band
who held him prisoner being composed
of men of this tribe, with a sprinkling
of Chinese. He had a terrible experi-
ence before he was released, for the
bandits summarily executed many of
their Chinese prisoners and he had to
witness the shooting of 40 of them.

The terms enforced for the release of
Father van Praet included the enrolment
of the chief of the district and 250 of
his men in the Chinese army. Another
remarkable and really ludicrous fact
was that the ransom for Father van
Praet's Chinese bodyguard was paid in
cigarettes, which apparently the bandits
valued beyond money. The bandits are
said to be mounted on excellent horses
and are well armed with Mauser rifles
and pistols. The money raised for the
release of Dr. Thompson is said to have
been retained by the bodyguard.

SCIENTIFIC EXPEDITION FOLLOWING MARCO
POLO'S ROUTE.

The quest of the expedition from whom
this information has been obtained is
most interesting, the object being to
transverse the whole of the Central Asian
route followed by Marco Polo on his sup-
posed journey into India by Kashgar,
on the way taking moving pictures and
other photographs of scientific, ethnolo-
gical and geographical interest, and
collecting biological specimens. Despite
the hardships and dangers of such an
expedition starting in mid-winter, there
is a lady amongst the travellers. Mr.
Eugene Lamb and his wife, Mrs. Corinne
Lamb, with a Chinese biologist, Mr.
Wong Hai Cheng, made a start on the
journey early in February, when they
left Peking for Kalgan. The next stage
was at Datungfu and thence to Suiyuan,
or Kueihuangcheng, where they took a
number of pictures. Here also, on
February 23rd, they were joined by the
other member of the expedition, Mr.
Floyd S. Tangier-Smith, who had been
delayed in Peking securing various per-
mits. The party continued on to Paotou,
the terminus of the railway, where they
ascertained the story of the bandits.

The expedition now is on its way across
the Ordos Desert, travelling by camel
caravan to Ninghsiafu, from which place
a route will be taken south-west to
Lanchowfu, on through Chinese Turkes-
tan and round the north of Tibet. The
travellers report having seen a certain
amount of game, etc., up to the present
and they have passed through very cold
districts, the temperature in places being
minus 10 degrees.

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When tyres are under inflated there is continual internal friction between the foundation
cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp
edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If
they are at fault in this respect the tread of the cover is subject to a grinding action which
quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly buy **MICHELIN** tyres from us and follow the above advice and
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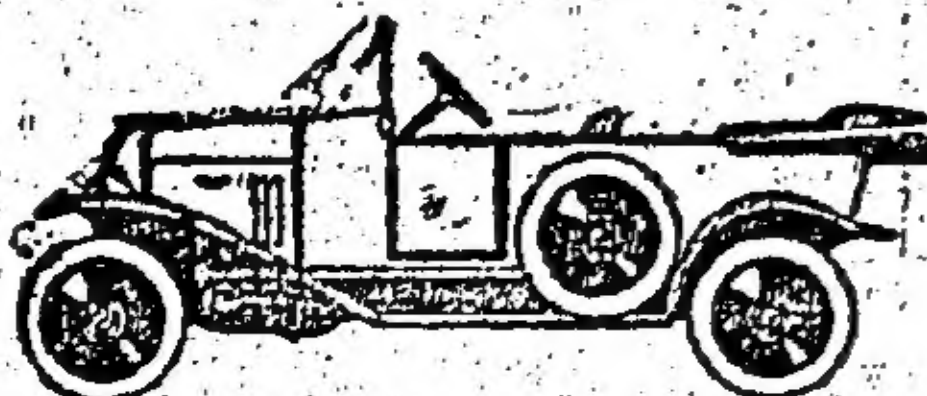
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Less Tyres Less Oil
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COMPANY MEETING.
HONGKONG AND WHAMPOA DOCK
CO., LTD.
A POLICY OF EXPANSION AND
PROGRESSION.

The ordinary yearly meeting of the Hongkong and Whampoa Dock Co., Ltd., was held yesterday at noon, in the Company's town office. Mr. D. G. M. Bernard presided and there were also present: Sir Paul Chater, C.M.G., Mr. J. P. Warren, Mr. H. P. White (Directors), Mr. R. M. Dyer (Chief Manager), Mr. E. L. Hosie (Secretary), and the following shareholders: the Hon. Mr. A. O. Lang, the Hon. Mr. Chau Siu Ki, Messrs. E. Abraham, T. E. Pearce, F. M. Ellis, G. W. Sewell, P. Testor, Kelly Sayce, Ng Shiu Sau, and I. S. Perry.

The CHAIRMAN in moving the adoption of the report and accounts, said:—
Gentlemen,—The Directors' report and statement of accounts having been in your possession for the past two weeks, I will with your permission take them as read. The final dividend of five dollars per share which we recommend, along with the interim dividend of four dollars paid to you last October, makes for the year 1923, a distribution to shareholders of eighteen per cent. on the ordinary share capital of the Company, which I trust you will consider satisfactory.

I need not remind you of the continued state of extreme depression which still pervades the whole realm of everything pertaining to shipbuilding and engineering, and I venture to say that shareholders of this Company are to be congratulated on the possession of a property, which for the year 1923, gives them such a good return. A reference to the Balance Sheet of any of our contemporaries either at home or abroad for the same period, will bear me out. This result has only been attained by the most careful management, combined with the policy your Directors have adopted for the past considerable number of years, of consistently expanding, developing and writing down the Company's properties, installing the most modern and up-to-date machinery driven by electric power, to take the place of obsolete steam driven plant, pulling down old buildings which required a great deal spent on them for upkeep, and replacing them with the very fine structures of steel and reinforced concrete, of which practically all your property consists to-day.

BIG IMPROVEMENTS NECESSARY.
At the same time I warn you that a great deal of money requires still to be spent, before we are quite satisfied that few further improvements are necessary. This year we will have to consider the erection of a new iron and steel foundry, capable of producing steel castings of any weight required in shipbuilding. The present foundry is a very old building, and the plant is antiquated, and it is no longer a suitable unit, of our Kowloon establishment. The site for the new one is on ground purchased two years ago, immediately behind the engine shop. This ground had to be levelled, but is now about ready to receive the new building.

THE 1,900 FEET DRY DOCK.
The lengthening and widening of our No. 3 dock at Kowloon to enable it to take the ordinary modern coast steamer, will have to be undertaken at an early opportunity. This dock is now too small to be employed advantageously. The levelling of the hill at the back of our Kowloon properties, to form a site for the proposed 1,900 feet, dry dock, will be completed in about twelve months time. Probably before that time, your Directors will have made arrangements to start work on this dock, which is most essential not only for the further prosperity of your Company, but for the Colony of Hongkong.

MONEY FOR THE SCHEME.
Arrangements will be made in the meantime to borrow the money for those improvements, on the most favourable terms possible, so that the main burden of it will not fall on the shareholders. Some of you may think as optimistic, particularly at the present time, in proceeding with these improvements, but your Board have now, as they always have in the past history of the Company, the greatest confidence in the future of the shipbuilding and ship repairing industries of Hongkong, and as it has been proved in the past, so it will in the future, that it is only by keeping thoroughly up-to-date in every particular, that we can hope to reap the advantages when opportunities arise.

Turning to the accounts you will note we have again allowed a large margin for depreciation. All your plant, buildings, loose tools and floating plant, even the most modern, will then stand at a much written down value in your books.

CONSTRUCTION DURING THE YEAR.
The ships we constructed during the year have given every satisfaction to their respective owners, and although the margin of profit on them was very small, they kept our skilled men employed, and our name as shipbuilders before the ship-owning public, which is about as much as one can expect these days.

A new block of houses is in course of construction for the foreign staff at Kowloon, and when two other blocks have been erected, they will all be very well housed indeed.
We are extremely fortunate in having, as our Chief Manager, Mr. R. M. Dyer. (Applause.) Since he took charge of the Company, there has been steady progress, and it is due to his foresight, ability and energy that this organization has been brought up to the present state of efficiency, which enables it to compete in quality of workmanship and price, with any dockyard in the world. (Applause.) He is supported by an able

European staff, and I cannot close without a word of thanks to him and them for their achievement in producing such a satisfactory statement of accounts, during a very severe period of stagnation in the shipbuilding industry. With our organization and staff, gentlemen, we can look forward to the future with confidence, and I can only hope that the progressive policy that is being adopted, is in accordance with the wishes of shareholders.

With these few remarks I beg to propose the adoption of the reports and accounts, and after they have been seconded, I shall be glad to answer to the best of my ability, any question that shareholders may desire to ask.

The Hon. Mr. A. O. LANG, in seconding the adoption of the report and accounts, said:—Mr. Chairman and gentlemen,—I am sure that we have all listened with the greatest interest to the Chairman's speech and to his very clear outline of our past and future activities, indicating as it does the consistent policy of expansion and progression which our Board has adopted in the management of our affairs. In endorsing this policy I am confident that I voice the sentiments of all shareholders who have the well-being of our Company at heart. Suitable shipbuilding and repairing facilities are a vital requirement of this Colony, and the efforts of our Board to continually improve our establishments to cope with its ever-growing needs, is further evidence not only of the foresight, but of the public-spirited policy of our Directors. (Applause.) So long as this policy is adopted I am sure we shall always get reasonably good returns on our property, even when trade conditions are as bad as they are to-day. I would like to join with our Chairman in his word of thanks to our Chief Manager and his European staff who have laboured so conscientiously in our interests throughout the year. I am glad to note that good housing accommodation is being provided for all of them, as good health and personal comfort is essential. With these few remarks it gives me much pleasure to second the report and accounts as presented. (Applause.)

Mr. KELLY SAYCE: I should like to ask one question. How much is it going to cost us more for these dock extensions, as we have already spent about five million dollars in the last few years?

The CHAIRMAN: Which dock?

Mr. SAYCE: The dock extensions. We are making a new dry dock, and how much is that going to cost us, because we have already spent a lot of money.

The CHAIRMAN: Do you mean ordinary dock developments?

Mr. SAYCE: Yes.

The CHIEF MANAGER: About six million dollars more.

Mr. SAYCE: How are we going to pay back this money in future?

The CHAIRMAN: Well, we are hoping to pay some of it out of profit, and if it is cheaper to borrow money at a reasonable rate of interest, we shall do so rather than get more capital. It is to the interests of shareholders.

Mr. SAYCE: Yes, but even now it would be cheaper. Under the item of "interest," we spent last year \$232,673—about 30 per cent. of our gross earnings, and, of course, in years to come interest will be a great burden to us. I do not think we can go on spending like this if we are to have no new ships.

The CHAIRMAN: Is it your idea that we should not develop?

Mr. SAYCE: No, but I say that there should be the greatest of economy, because interest will be a great burden to us in the future.

The CHAIRMAN: Any development which is carried on is made with due regard to the future work of the Dock, and we have to keep abreast of the times.

Mr. SAYCE: We are spending more money than we are earning. Last year we spent upon sundry creditors an increase of \$1,763,000 more than in 1922.

The CHAIRMAN: Are you objecting to these payments?

Mr. SAYCE: No, I am not objecting. I am only saying that we are spending more money than we are earning. That is all.

There were no more questions, and the report and statement of accounts were thereupon adopted unanimously.

OTHER BUSINESS.

On the motion of the Hon. Mr. CHAU Siu Ki, seconded by Mr. E. M. RAYMOND, the resolution of Sir Paul Chater and Mr. H. P. White as Directors was unanimously carried.

The confirmation of Mr. J. P. Warren as a Director in the place of Mr. T. G. Weill was carried on the motion of Mr. E. ABRAHAM, seconded by Mr. I. S. PERRY.

On the motion of Mr. T. E. PEARCE, seconded by Mr. G. W. SEWELL, Mr. H. Percy Smith and the Hon. Mr. A. R. Lowe, were appointed auditors to the Company at a remuneration of \$1,500 per annum.

This was all the business before the meeting, the Chairman announcing that dividend warrants would be ready for issue this morning.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

MARCH 20th, 1924.

Hongkong and Shanghai

Banks \$1,150 ea.

Union Insurance \$245 ea.

"Star" Term \$25 ea.

China Sugars \$290 a. & ea.

Kowloon Wharves \$107 b.

Whampoa Docks \$115 b.

New Engineering \$120 a.

Hongkong Lands \$110 a.

Ewo Cottons \$110 a.

Cement \$32 1/2 b.

Hongkong Ropes \$24 1/2 b.

Dairy Farms \$37 ea.

Watsons \$23 ea. & b.

Hongkong Trams \$23 ea. & b.

—buyers; a—sellers; ea.—cash.



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BRITISH AND FOREIGN BIBLE SOCIETY.
REPORT OF THE HONGKONG AUXILIARY.

The General Committee in their Report for the year 1923 says:

This Auxiliary's service to the British and Foreign Bible Society is concerned with the distribution of Scripture publications, chiefly by sales, from the Depot in Lower Wyndham Street, with the diffusion of information through channels furnished by the local Churches, Chinese and Non-Chinese; and with the collecting and forwarding of donations and subscriptions to the Society's funds.

Sources of strength are a Ladies' Committee which engages, regularly, in an organized effort to secure for the Society monetary aid; the support of the Hong Kong Churches, especially the Bible Societies; and the services rendered by collectors and by unpaid workers who use occasions for placing the Christian Scriptures in the hands of Chinese residents, seafarers and travellers.

This Auxiliary has sought from year to year to embody the spirit of the Bible Society and to further its plans for the world-wide dissemination of the Bible. It has helped to place the Bible in many tongues accessible at this port and has been further privileged to aid in its circulation beyond the bounds of the Colony.

Details of the year's work may be summarized thus:

At the Depot under the competent superintendence of Mrs. Spradbery, there were sold, during the year, 6,008 Scripture publications, comprising Bibles, New Testaments, and single Gospels. For these the sum of \$1,015.57 was received. It is pleasing to note that 405 English Bibles and 124 New Testaments in English were thus disposed of. For the Scriptures in Chinese there was a large demand. Cantonese Bibles, New Testaments, Gospels and Old Testaments to the number of 4,933 found purchasers. Welsh Chinese Scriptures showing a total 1,400 copies have placed in the list of sales, which also includes in the Chinese section, a considerable number of Scriptures in Hakka and Mandarin.

Other Eastern languages appear in the statement, e.g., Japanese, Malay, Punjabi, Urdu and Hindi. Sales of Scriptures in Swedish, French, German and Spanish were also effected. It should further be noted that 8 copies of Scriptures for the blind, printed in the Braille type, were supplied. The Committee deems the Depot an asset of value to Christian work in the Colony.

The Committee finds much that is suggestive in present day Bible work throughout a changed and changing China. The sales of Scriptures are much in advance of those registered in any previous year. Reasons are to be looked for in the processes of disintegration and reconstruction which social and national life are undergoing. People of all ranks and orders are more concerned than heretofore with the safeguards that attach to morals and religion. They seek guidance from such sources as appear to be available. Multitudes turn to the Christian Scriptures for light and leading.

All forms of educational, philanthropic and religious agencies, inspired from the West, are passing through a testing time in the new China. For the British and Foreign Bible Society these conditions are opportune. Its endeavours bid the new nation "Take and read" and be instructed in the best and surest foundations of a new national life.

The Report is signed by the Rev. T. W. Pearce, D.D., Hon. Secretary.

The Financial Statement shows receipts totalling \$2,247.33 which includes \$757.22 collected in the Churches of the Colony and \$1,490.11 collected by four ladies. These were: Mrs. Arnott, Kowloon, \$515; Mrs. Dowbiggin, \$423; Mrs. Milne, \$324; Mrs. Hollis, \$217.

EDUCATION OF BRITISH CHILDREN IN CHINA.

VIEWS OF THE HONGKONG CHAMBER OF COMMERCE.

It will be remembered that the Association of British Chamber of Commerce at Shanghai passed a resolution expressing its belief that "it is very desirable that a school should be founded in some centrally situated spot in China to meet a much felt need by some sections of the British community and that a Committee be appointed to explore the possibilities and report at a later date."

In the discussion that took place on this motion Mr. Brooke Smith on behalf of the Hong Kong Chamber said in part:

At the request of the Secretary to the Conference this question was discussed by the Hong Kong Chamber. It so happens that during 1923 the opinion of parents and educationalists was taken at a public meeting in the Colony and certain conclusions can therefore be stated with confidence. A proposal to establish locally a central school on boarding school lines was discussed, when an amendment, moved from the floor of the hall, was adopted only three dissentients, that the proposed institution should be a day school and not a boarding school. That must be accepted as a more or less definite indication of the views of Hong Kong parents in opposition to a boarding school.

There is undoubtedly a strong permanent demand for public school education by the opinion of the Hong Kong Chamber is that the majority of the parents who desire to send their boys and girls to public schools prefer them to attend well known institutions at home. Nevertheless, judging from past experience, there will always be a number of candidates from Hong Kong for a public school established in a salubrious district of the Far East. It is believed, however, that the number of such candidates will be comparatively small and will certainly not increase as local educational provision for British children is improved.

After taking into consideration all endowments which a school such as we have in mind is likely to receive from wealthy donors and from public grants, the opinion of the Hong Kong Chamber is that the cost would be so considerable that it would be cheaper to provide scholarships at public schools at home for the children of the few well-to-do than to provide a public school of equal standard in the Far East.

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF MEASURES.
CLOSING THE FUND.

A meeting of the Japanese Earthquake Disaster Relief Committee was held in the Chamber of Commerce room on March 17th. The minutes contain the following statement by the Chairman (Mr. G. T. Edkins):—

The Chairman said: Gentlemen, some time has elapsed since our last meeting when we deferred further grants of money or kind until we could learn more of the needs arising in Japan during the winter. A stage has now been reached when it seems clear that we can close up the fund without the likelihood of any new claim arising, other than we can provide for at this meeting.

The position of accounts now outstanding is that we have about \$115,000 in hand after having disbursed in various ways over \$211,000 for Japanese relief; \$85,000 for foreign, including British, relief; \$11,000 for Chinese relief; \$15,000 for British relief; Yen 10,000 for the Yawing charter and an expenditure of \$2,000 for general expenses.

I think we should render here a tribute to the untiring energies of Mr. Blair and Mr. Key in administering the fund efficiently and doing everything that could be done to despatch relief as fast as it was called for. (Applause.)

In the distribution of funds we have had the guidance of an Advisory Committee in Japan to whom our thanks are due for their assistance. Our Japanese friends also have always been ready with their advice and guidance and they also collected funds which formed a very substantial contribution to the General Relief Fund. Our Chinese members of Committee and their collaborators gave us assistance which we could not have managed without, and I am sure a great many Chinese have carried away with them gratitude for the close personal attention they rendered to the refugees as they arrived in the Colony.

Since we last met we have had no requests for assistance, but we have had before us, more particularly, the work of the Tai Wayfoong which has been operating as a relief ship, thanks to the enterprise of the Hon. Mr. Stephen, of the Hongkong and Shanghai Banking Corporation. The ship has been the means of accelerating the resumption of business, and providing healthy and far pleasanter quarters than would otherwise have been available in the depressing and insanitary surroundings of Yokohama ashore. I am sure it has made for the good of the community, and also there has been a certain amount of complaint at the costs incurred and the charges made, on the other hand, there has been great satisfaction and contentment expressed with the floating home the Tai Wayfoong provided. Those on the spot evidently considered it necessary to charge the fullest possible extent for quarters in order to do the best possible to balance their accounts, and they were probably quite right in all the arrangements made to that end. The result of the working, notwithstanding, is likely to show a deficit of Yen 15,000, even after a donation of Yen 15,000 made by Shanghai, where the value of the work done by the Tai Wayfoong has thus been materially recognised.

We now come to the needs of the present situation. Our friends in Japan have been looking to us to help them to square their accounts in regard to the Tai Wayfoong working. We have asked them to do all they can to reduce the deficit by contributions on the spot and I believe they have done all they can, and all that can be expected, considering the position of affairs and the losses that have been sustained. As I have said, Shanghai has helped with a substantial contribution. This Committee has now available \$115,838, and it is for this meeting to determine in what way it should be expended. I would suggest that we respond to the need for clearing the deficit on the Tai Wayfoong working, recognising the benefit that the ship has been to the community in Japan where the people have not had the resources to cover the expense, on account of the heavy losses they sustained through the earthquake.

As to the balance after that—which would be \$74,145—we have a small commitment of \$77,000 to Bishop Headless money collected in Hongkong for church purposes, towards reconstruction of churches and similar buildings in Japan. As to the balance then remaining, we might ask the Kobe Relief Committee whether we should send it to them with a request that it be about equally divided between Japanese and foreign needs. By foreign needs I mean: Chinese, British, American—any nationality other than Japanese. I may remark that the Japanese themselves have been handling a wonderful fund. I have received from Japan a very interesting statement of accounts which shows that Japan received contributions in various forms amounting to 85 million yen, and the following is a statement of the manner in which some of this money has been dispensed:

NATURE OF RELIEF AND COST THEREOF.	Y.
Food	5,500,000
Clothing	5,000,000
Wood and charcoal	1,000,000
Text books and school supplies for children	300,000
Public baths	630,000
Medical services	2,700,000
Markets	221,000
Barracks for poor	2,608,000
Crepches, etc.	1,500,000
Relief of foreign sufferers	100,000
Additional supplies of food and clothing	8,568,000

(This with other smaller items makes a total of Y.23,126,432.)

It is stated that Y.52 millions was raised in Japan and Y.33 millions abroad. I do not think we can do better than ask the Kobe Relief Fund to deal with our balance, seeing that we have no immediate calls.

(Continued at foot of next column.)

SPORT.

YESTERDAY'S TENNIS.

NG SZE KWONG'S EASY WIN.

Ng Sze Kwong turned out on the Courts yesterday for the first time in the tournament. He had no difficulty in defeating A. H. Crook in the Open Singles by three straight sets. He showed that he is in quite as good a form as ever, though at times he played carelessly; but then he is always inclined to be careless. All the games that Crook procured were due to this. On yesterday's form Ng Sze Kwong seems quite as good as Honda, if not better, and when they meet in the fourth round a very interesting match will be provided.

In the Open Doubles there was a long drawn out match between Owen Hughes partnered by More and the two Ho's. The first set went to Hughes and More after 21 games had been played. The second set was won by the Ho's 7-5. At this stage further play was abandoned. Krebs and Trambitzky beat Lin and Mok by the odd set in five. All four players were erratic at times.

Yesterday's results:—
OPEN SINGLES.—Ng Sze Kwong beat A. H. Crook, 6-3, 6-2, 6-2.
OPEN DOUBLES.—H. Krebs and N. Trambitzky beat Robert Lin and William Mok, 6-4, 6-4, 6-3, 3-6, 6-2; H. Owen Hughes and G. R. More v. Ho Wei Hing and Ho Ka Lam, 13-11, 7-5 (unfinished).
HANDICAP SINGLES "A".—D. S. Green (+3/8) beat B. A. Hill (+4/8), 6-6, 7-5.
HANDICAP DOUBLES.—L. Forster and G. Aubrey (-2/8) beat W. Woodward and D. Dryden (+1/8), 9-7, 9-7.

TODAY'S MATCHES.

OPEN SINGLES.—S. Aho v. Wong Po Keung; S. A. Rumbun v. S. E. Green; A. B. Raworth v. K. H. Lo.

OPEN DOUBLES.—Ng Sze Kwong and C. Chon v. R. M. Henderson and A. Brerly.

HANDICAP DOUBLES.—B. D. Evans and C. V. Mark (+3/8) v. E. G. Lammert and W. W. Mackenzie (+5/8).

HANDICAP SINGLES "A".—N. L. Smith (+5/8) v. W. B. Conaby (+5/8); C. W. Bishop (+5/8) v. R. J. Saunders (-5/8).

HANDICAP SINGLES "B".—G. R. More (-3/8) v. A. W. M. Skinner (+1/8).
MIXED DOUBLES.—F. A. Redmond and Mrs. E. J. R. Mitchell (-3/8) v. Mr. and Mrs. A. H. Crook (+1/8).

Mr. Brown is here to answer any questions with regard to the Tai Wayfoong; he has been to Japan and seen it at work and heard expressions of appreciation of the life on board the ship. I suggest that the deficit on the Tai Wayfoong be met from our funds, and that after the liability to Bishop Headless has been met, the balance be transferred to the Kobe Fund to be used in the proportion you have suggested, that is to say, equally between Japanese and nationalities other than Japanese.

The Hon. Mr. KOTERALL seconded the motion which was carried unanimously. The Chairman thought that the Committee's appreciation of the good work of the Hongkong and Shanghai Banking Corporation in placing the Tai Wayfoong at the disposal of the community in Japan should be recorded. (Applause.)

The Chairman also suggested that, supposing the Kobe Relief Fund was being closed in the immediate future, then this Committee might appoint a sub-committee in Japan drawn from the Hongkong and Shanghai Banking Corporation, the Chartered Bank of India, Australia and China, and Messrs. Jardine, Matheson and Co., Ltd., to administer the fund as a trust fund for purposes as they arose. He had information that cases of need still existed in Yokohama.

This was also agreed to, with the addition—that the suggestion of the Hon. Mr. Stephen, of the Mayor of Kobe, or his Deputy, as a member of the Sub-Committee.

The Chairman expressed his thanks to the Members of the Committee for their co-operation in carrying on this work in which he was sure their very keen sympathies had been with the sufferers.

THANKS TO THE CHAIRMAN.

The Hon. Mr. HOLYOAK: I do not think this meeting should conclude without any expression of our high appreciation of the very important part which you, Mr. Chairman, have taken in connection with the collection and distribution of this fund. You have rightly said that the Secretaries did a great deal in assisting in the distribution, but we all know that you, yourself, played an even larger part. Members of the Committee have done their share, but we owe a special debt of gratitude to you, not only for presiding, but for the large share you took in the very onerous work of administration, especially at the beginning of the period. (Applause.)

The CHAIRMAN: Thank you very much, Mr. Holyoak. I could not have carried on if I had not been so efficiently assisted by Mr. Blair and Mr. Key and Mr. Brown in the practical conduct of the work. The members of the Committee present at the meeting were: Mr. G. T. Edkins (Chairman), Hon. Mr. A. G. Stephen, Hon. Mr. P. H. Holyoak, Mr. N. L. Watson, representing the Hongkong General Chamber of Commerce; Hon. Mr. R. H. Kotewall, Mr. L. P. Kwai, Mr. Wong Ping Sun, representing the Chinese Chamber of Commerce and the Tung Wah Hospital; Mr. T. Nishiyama, Mr. Y. Tatemura, Mr. J. Kawaguchi, representing the Japanese Community; Mr. D. K. Blair, Secretary, and Mr. M. F. Key, Assistant Secretary to the Relief Committee, and Mr. N. S. Brown, also attended.

QUEEN'S COLLEGE SPORTS.

MR. G. N. ORME PRESENTS PRIZES.

The ninth annual sports meeting of Queen's College, were held on the school ground at Causeway Bay yesterday afternoon. Mr. G. N. Orme, acting Director of Education, presented the prizes, and in a brief speech congratulated the winners. He said he was glad to meet the students. Hitherto, his relations had been only with the staff.

Mr. B. Tanner, Headmaster, prior to the prize distribution, thanked all donors of prizes, and especially the Old Boys' Association, who had that day subscribed over \$100, and George Grimble, the Association's President, for the gift of three cups. Thanks were tendered to Mr. Meacock and Mr. Fletcher, and other helpers upon whom all arrangements had devolved, and also to the Director of Education for attending to distribute the prizes.

Results:—
Long Jump (Senior).—1. Leung Tchoi; 2. Lee Woo-ting; 3. Chan Kai-sun. Length: 17 feet 4 1/2 inches.

Long Jump (Junior).—1. M. Sahban; 2. I. Haroon. Length: 13 feet 2 1/2 inches.

100 Yards (Senior).—1. Sit Paul Chater; 2. Lai Sze-chiu; 3. Lok Wing-fat; 4. Leung Tchoi. Time: 11.1.10secs.

100 Yards (Junior).—1. M. Sahban; 2. Au Pak-tai; 3. Yeung Yan-chi. Time: 12.5secs.

High Jump (Senior).—1. Lai Sze-chiu; 2. Yik Chai-ping; 3. Leung Tchoi. 5 feet 2 inches.

High Jump (Junior).—1. Chung Shing-cheung; 2. Lau Shat-kan; 3. Hui Shan-chin. 4 feet 6 inches.

120 Yards Hurdles (Senior).—1. Hui Kiu-hung; 2. Chan Hau-leung; 3. Lam Sik-kam. Time: 18.4.5secs.

120 Yards Hurdles (Junior).—1. Yeung Kan-cho; 2. I. Haroon; 3. M. J. Razack. Pickaback Race.—1. Chan Hau-leung and Lee Ping-tong; 2. Tam Shiu-wing and Wu Chan-chi.

Half Mile Handicap.—1. Wu Chan-chi; 2. Lo Chi-ming; 3. Chung Tui-chi.

Three-legged Race.—1. Chan Hau-leung and Lee Ping-tong; 2. Chan Kai-sun and Cheong Man-queung.

300 Yards (Senior).—1. Lee Ping-tong; 2. F. M. Arculli. Time: 30.1.5secs. A special prize was added by Mr. G. N. Orme for Ip Kiu-ying's good performance in coming in third.

300 Yards (Junior).—1. M. Sahban; 2. Au Pak-tai; 3. M. I. Razack.

100 Yards (Class 8).—1. Hau Sun-cha; 2. Lau Hung-sun; 3. Lau Mei-chi. Time: 13.5secs.

Sack Race.—1. I. Haroon; 2. M. I. Razack; 3. Lo Chi-chi.

One Mile Race.—1. Surjan Singh; 2. Ajit Singh; 3. Noor Ahmed.

European Staff Handicap (one yard per year).—1. Mr. A. H. Crook; 2. Mr. Meacock. Time: 10secs.

Invitation Relay Race.—1. St. Paul's College; 2. St. Joseph's College.

Senior Class Team Race.—1. Class C. 2A. (Championship cups); 2. Class F. 3B.

Old Boys' Race.—1. S. Haroon; 2. Lam Yuk-ying; 3. M. A. Khan.

Junior Class Team Race.—1. Class 4A (Championship cups); 2. Class 4B.

Obstacle Race.—1. Ip Kiu-ying; 2. Wu Hung-hing; 3. Lo Chi-chi.

Consolation Race.—1. Mak Kai-hing; 2. Ip Kiu-ying; 3. Chung Sing-cheung.

CRICKET.

K.C.C. 1st XI. v. H.K.C.C.

In this League match at Hongkong on Saturday at 2.15 p.m. the Kowloon team will consist of R. E. Lindell (capt.), A. W. Ramsay, R. Pestonji, S. Jem, H. G. Wallington, J. C. Fletcher, F. W. Howell, L. A. R. Duncan, R. Earnshaw, C. Earnshaw and T. Lay.

K.C.C. v. NAVY.

The following have been selected for Kowloon to play against the Navy in a home League match on Saturday at 2.15 p.m.:—A. O. Brown, E. J. Edwards, A. R. F. Raven, O. B. Raven, R. Petheram, A. J. Kew, J. C. Long, W. L. Weaver, W. J. Woolley, F. Oliver and J. M. Jack.

CIVIL SERVICE 1st XI. v. UNIVERSITY PAST AND PRESENT.

The following will represent the Civil Service Cricket Club on the Chinese R.C. ground at 2.15 p.m. to-morrow:—A. E. Wood (capt.), R. E. O. Bird, E. W. Hamilton, J. H. B. Nhill, E. J. Ling, B. D. Evans, F. H. Holdman, F. Baker, W. H. Edwards, P. T. Lambie and R. C. Wittell.

FOOTBALL.

H.K.F.C. v. SOUTH CHINA.

The following will represent the Club in their first division League match with South China on the Club ground at Happy Valley on Saturday.—G. Rodgers; H. T. Buxton and C. E. Bishop; A. Mair, J. Stewart and G. Angus; G. Watson, A. S. Forsyth (capt.), S. D. Regg, H. G. Howard and E. W. Ralston.

WHIST DRIVE.

Another very successful whist drive was held at the Seamen's Institute on Wednesday when there was a very large attendance. Prize winners were: Ladies: (1st), Mrs. White, 195; (2nd), Mrs. Harrison, 174; (3rd), Mrs. Barnett, 173; Hidden number, Mrs. Goosard, 177. Gents: (1st), Mr. Perry, 181; (2nd), Mr. Johnson, 180; (3rd), Mr. Jacobs, 177; (4th), Mr. Spinney, 175; Hidden number, Mr. Jones, 147.

THE "TAI LEE" PIRACY. ENQUIRY CONTINUED. ENGINEERS' STORIES OF THE PIRACY.

The Coroner's Inquiry into the circumstances of the murder of Capt. Willox, late master of the s.s. *Tai Lee*, who was shot by pirates on board his vessel on January 21st, was continued at the Magistrate's Court yesterday before Mr. R. E. Lindsell (Coroner) and a Jury consisting of Messrs. H. R. B. Hancock (foreman), W. A. Perry and A. F. B. Silver-Netto.

Lieut. R. R. Beauchamp (Assistant Harbour Master) sat on the Bench with the Coroner. Mr. C. G. Purdie, A.S.P., and Assistant Director of Criminal Intelligence, watched the enquiry on behalf of the Police. Mr. G. K. Hall, British Consul, and the China Coast Officers' Guild and the Marine Engineers' Guild of China.

CHIEF OFFICER RECALLED.
Mr. Fletcher (Chief Officer of the *Tai Lee* at the time of the piracy) recalled, was questioned by Mr. Brutton.

In reply to Mr. Brutton, Mr. Fletcher said that the pilot gave orders to the Quartermaster who was at the wheel when the pirates were on board.

Mr. Brutton: From whom did the pilot get his orders?—I cannot say. I was told to sit down in the wheel-house.

Do you mean to say that you did not have the curiosity to see who was on the bridge?—No, I had not the curiosity. I was told to sit down or I would be shot. I heard the bosun's voice at intervals—very close intervals.

In reply to further questions, witness said he did not hear the order given for the vessel to stop.

Mr. Brutton: What members of the crew were missing when you went out on the deck?

Witness: Eight sailors, the bosun, and his brother.

Was the brother a member of the crew?—Yes, he was a brass polisher and was on the articles.

THE CHIEF ENGINEER'S EVIDENCE.
Mr. John Dwyer, Chief Engineer of the s.s. *Tai Lee*, said that on the night of the piracy every time he went from his room to the engine room, the deck grill had to be unlocked. He was quite clear about this. The engine-room grill was not locked. It could not be kept locked as the engine-room staff had to have access to the steering gear. He heard shots fired and two men, strangers to him, rushed into his room. Each had a torch in one hand and a revolver in the other. They spoke to him in Chinese which he did not understand and motioned to him to stop outside his room. Here they were joined by another man and they continued to ask him questions: all three of them, the last one more particularly. He heard the bosun talking to someone on the bridge and witness called out: "Bosun, ask these men what they want," because he could not understand them. After a short conversation, the bosun said: "You come along here, Chief Engineer." Witness added: "I went along to the bridge carefully."

"I was followed by two of the pirates. Someone opened the wheel-house door and the bosun said: 'Sit down, Chief Engineer.' I did so. The Chief Officer was already there. I heard the engine-room telegraph answering the deck signals. The quarter-master was at the wheel."

The Coroner: Could you see who was at the telegraph outside?—I know the pilot was there, because I had seen him when I came in.

Witness said that state of affairs continued until the anchor was let go, some hours later. After the pirates had gone he went direct to the engine-room. None of his staff was missing.

In reply to the Coroner, witness said that when he was motioned out of his cabin the Captain was lying on the deck. He did not hear Capt. Willox cry or fall when he was shot.

Lieut. Beauchamp: Do you consider that you have full control over the engine?

Witness: Yes, I see to all repairs, but I do not engage the crew. The Chinese engineers actually work the engines.

Mr. Brutton: This bosun—what standing had he in relation to the crew?

Witness: All I know is that he called me along and said "Sit down there, Chief Engineer."

Have you seen him since?—No. When you called him did he appear to be afraid of the pirates?—No, his conversation was normal.

They didn't threaten him in any way?—No.

Did you see him after you had been placed in the wheel-house?—Yes, he passed to and fro in the dark, or the figure looked very much like him. I heard his voice from time to time.

To whom was he giving orders?—The pilot probably. I cannot say definitely whether the bosun was giving orders.

Witness said that directly the pirates went away he went to the engine-room.

Mr. Brutton: Who told you they were gone?—I asked the quarter-master if I could come out and he said "yes."

You asked the quarter-master, did you?

Yes.

DOWN IN THE ENGINE-ROOM.

Mr. Joseph Lutz, the Second Engineer, said that he was in the engine-room at the time of the piracy. He was on the starting platform when he heard shots fired. Immediately afterwards six men came down below from the upper deck entrance. Some of them were armed. Two of them stopped on the top grating, two more stopped by the engine-room platform, and two went into the stokehold. The two in the engine-room told him (witness) not to move. One of them said: "No wanchiee move." This man then said "Work according to the movements of the telegraph." Witness said that he stood on the starting platform until about 4 a.m. At this time one of the pirates pointed to the stop valve level pins of the port and starboard engines and told him to take them away. Witness ordered the fourth engineer to do so. The engines had already stopped then. He heard the blowing of whistles and the pirates went away.

Witness said that after the pirates left he went to his cabin and found that it had been forced open. Inside he found the Chief Officer's hat. Witness had his hat, raincoat, revolver and ammunition stolen.

In reply to Mr. Hancock, witness said that the skylights above the engine-room were always kept open except in rainy weather. There was an eight feet drop between the skylights and the top platform.

Inspector Robert Shannon gave evidence to the effect that when the *Tai Lee* went ashore during the recent typhoon a number of arms on board the ship were stolen. A bullet extracted from the body of Capt. Willox was of the same calibre as those used in the stolen pistols.

SEARCHING THE SHIP.
Inspector Fallon, in charge of the searching parties on the wharves, said the s.s. *Tai Lee*, before leaving Hongkong on the night of the piracy, was lying at the "Ping On Wharf." He visited her in the course of the afternoon and the usual search of the passengers and crew was made. He was present when the crew's quarters were searched at 2 p.m. There were no passengers on them. Nothing suspicious was found.

The Coroner: In spite of a search, would it be possible for the crew to secrete arms on the ship without arousing suspicion?—Certainly, unless you had information.

Mr. Hancock: Was there another ship lying on the opposite side of the wharf?

Witness: No, the *On Lee* was lying on the outside of the *Tai Lee*.

Witness went on to say that it was very difficult for his four searchers to keep an eye on sampans as well as to watch the wharf and to keep an eye on the s.s. *On Lee*.

Sergeant Arnott said that between 6.00 p.m. and 6.15 p.m. he superintended the searching of passengers on the wharf. This appeared to be done properly. At 6.15 p.m. he went on board to get the keys from the Captain to lock the lower grills. His instructions did not cover the locking of the grills on the upper deck. After he had locked the grills he handed the keys over to the Captain.

The Comproadore of the ship, Li Chan Ting, after outlining his duties to the Coroner, said that when the piracy commenced he laid himself flat on the floor of his cabin to avoid the bullets which were being fired in the adjoining cabins. The firing ceased and started again and he heard an Indian guard had been wounded. He crawled back on to his bed and a little later his cabin door was forced open and a pirate, armed with a revolver and holding an electric torch, came in. Witness pretended to be asleep and the pirate went away and came back later when he asked who he was. Witness told him he was a passenger and invited him to take all he had and get rich. The pirate went away again and a little later he heard a noise outside saying: "This is the Comproadore's cabin." It sounded like the voice of a member of the crew, added witness.

The Coroner: You told the police that you recognised the voice—I did not recognize it.

Continuing, witness said the pirates shortly afterwards ordered him to hold up his hands and asked him for his money. He explained that the money was in the safes on the deck below. He was ordered to go below and open the safes. He did not see any members of the crew on his way to the lower deck. The body of a dead Indian guard was all he noticed.

The Inquiry was again adjourned.

HOME AFTER 48 YEARS' ABSENCE.

AMMUNITION IN RETURNED EMIGRANT'S SUIT CASE.

An old Chinese aged 68 years, was arrested on the Praya's pier yesterday for having in his possession 10 rounds of ammunition which were found in his suit case. Yesterday he was brought before Mr. E. W. Hamilton and charged with unlawful possession. Mr. A. J. Arcelli appeared to defend and said that his client had been in America for 48 years where he was the partner in a shop. He was now returning to his native village Hok Shan.

His Worship imposed a fine of \$100 with the alternative of one month's hard labour.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE CHIEF JUSTICE (SIR WILLIAM BEECH-DAVIES)].

"A DISGRACEFUL OFFENCE."

Two Chinese, Lau Chung and Liu Siu Cho, were charged with stealing on February 18th, at Sham Shui Po, clothing, \$250 in money, and other articles. Prisoners pleaded not guilty.

Mr. H. K. Holmes (Crown Solicitor), in outlining the case for the prosecution, said that four men entered the timber yard of the Wing Kai Cheung Company. The four were overpowered and threatened with revolvers, and various articles and money was taken from the premises. On February 22nd one of the prisoners, who was then under arrest, was identified by the manager of the timber yard. The next day the other prisoner was identified.

Lau Po, assistant manager of the timber yard, giving evidence, said he was bound with wire, gagged and had his head covered with a blanket. The man who trusted witness took \$30 from his pocket. The robber obtained possession of a key and rifled the safe. When witness released himself he found that \$50 had been removed from the safe. A sum of \$100 was also missing. Witness could not identify either prisoner.

The manager of the timber yard then gave evidence. He said he also was tied up. A wrist watch and \$5 in cash was taken from him. There were, witness stated, four robbers. He recognised one of the prisoners as the robber who pointed a revolver at him (witness).

The second prisoner was identified by another witness, Au Tso. This prisoner interjected that witness and himself had quarrelled over a gambling game, and that witness was accusing him out of spite.

A man who admitted he was concerned in the robbery said that six men took part in it. Four entered the place and two remained outside. The prisoners were among those who participated in the affair.

Questioned by His Lordship he said he was arrested on another charge at Yau-mat Ferry Wharf, and in that case the two prisoners bore witness against him, and that was why he was giving evidence against them. He denied that he was giving false evidence in this case.

The second prisoner said that if the last witness asked him to be present at the robbery why was he not asked to be present when the proceeds were shared. Witness replied that prisoner had had his share of the proceeds, viz., \$6.50. On his Lordship pointing out that a large sum had been stolen, witness replied that the men supplying the arms, etc., took larger shares. The first prisoner was one of these.

The Jury, without retiring, returned a verdict of guilty against both prisoners. His Lordship said he agreed with the verdict. It was a disgraceful offence. He thought it his duty to inflict some of the physical torture that prisoners had inflicted on their victims.

Prisoners were sentenced each to seven years' hard labour and 15 strokes of the "cat."

[BEFORE HIS HONOUR THE PUINSE JUDGE (MR. JUSTICE GOMPERTZ)].

A SHROFF'S MISTAKE.

OFFICE BOY "NOT GUILTY" OF RECEIVING THE MISSING MONEY.

The office boy employed by Messrs. Fung Tang and Co., who was charged with stealing \$2,700 monies of the Hongkong and Shanghai Bank, was yesterday found "not guilty" and discharged.

About the middle of last month, it may be remembered, a report was current that a shroff of the Hongkong and Shanghai Bank had overpaid a client to the extent of a large sum of money. The sequel was a police court case in which the office boy was charged with stealing \$2,700. The lad was committed for trial, and accordingly appeared in the Supreme Court on Monday and yesterday.

Mr. Dyer Ball, Assistant Attorney-General, appeared for the Crown, whilst Mr. F. C. Jenkin defended.

Mr. Jenkin, in addressing the Jury, said that one fact which was established and unchallenged was the integrity of the prisoner, who had had opportunities of a very tempting character but who had never taken advantage of them. Yet, according to the evidence of the shroffs of the Hongkong and Shanghai Bank, prisoner was a daring opportunist of the first order.

Mr. Jenkin went on to say that he would ask the Jury to say that the evidence of the shroff was wholly unsatisfactory and unacceptable, and, in regard to some details, was wholly false. The Comproadore Branch of the Hongkong and Shanghai Bank, which apparently employed shroffs who were liable to go at any moment into a state of insensibility, and from which \$2,000 sterling was taken within two days, without anybody knowing anything about it, was a wonderful establishment indeed! And it was on the strength of such people that the Jury was asked to deprive prisoner of his liberty.

Mr. Jenkin referred to the fact that one of the shroffs had spoken to seeing "black spots" on a certain paper. "Well," Counsel observed, "I have seen 'black spots' and perhaps some of you gentlemen have seen them too. When you are reading you often see black spots trailing across the paper. What the cause of it is I do not know and I dare not venture a guess, but if all that shroff saw that morning was black spots then I do not think his evidence is worth very much."

Mr. Dyer-Ball, in his address to the Jury, asked how could the prisoner really have mistaken the amount of money given him by the shroff at the Bank? He (prisoner) must have known that he was given more than \$300. Coming to the reference to the \$40,000 which the shroff's son had overpaid someone the previous day, Counsel for the Crown said he did not know exactly what the other side suggested. It would be absurd to infer that the father was attempting to obtain money to refund the amount lost by the son, or that the father was dishonest because the son had made a mistake.

Concluding, Mr. Dyer-Ball said the Crown's case depended upon the evidence of the two shroffs of the Hongkong and Shanghai Bank and the employee of the Bank of Canton. The shroff's evidence was strongly supported by that of the last named witness.

The Puisse Judge said there were a few points he would have to deal with. The case was one which presented unusual difficulties and was a painful one, for, whatever way the outcome of it, it was always painful to see a man who like the prisoner, had always borne an excellent character standing his trial on a charge of felony. The lad (prisoner) had told them that his salary and bonus amounted to but \$250 a year, out of which he had to support his mother. If he had taken the money he would have had ten years' income. He could have disappeared. Instead of that, he is brought up at the police court, listens to the evidence of the shroffs and of the man from the Bank of Canton, then attends again and again, being released on bail in the meanwhile, and finally comes to this Court and stands his trial. These facts, continued the Puisse Judge, should be considered.

His Honour then briefly dealt with the evidence. Regarding the first shroff's evidence, he said it would not be remarkable that a man who had been foolish enough to pay out \$3,000 for \$300 would do and say anything to justify his action. His Honour added that he placed no sinister significance on the fact that prisoner tied the notes up with string. If he had received the larger sum and had done away with the difference between \$3,000 and \$300, it is just as likely that he would have done away with the string.

After summarising the evidence of the two Hongkong and Shanghai Bank shroffs, His Lordship said it was open to assume that there were so many discrepancies in it that it would be unsafe to convict. There were certainly discrepancies of some gravity, and there was this point against the shroffs: they had honestly, it could be presumed—paid over the money by mistake to someone, and it was very much in their interest to run someone in. It was, concluded His Lordship for the Crown to bring home beyond all reasonable doubt his guilt to the prisoner.

The Jury, after retiring, found prisoner "not guilty," and he was, as stated above, discharged.

FIVE YEARS FOR INTENT TO ROB.

Ching Tak, a Chinese, was charged with assault with intent to rob. He pleaded "not guilty."

Mr. H. K. Holmes (Crown Solicitor) prosecuted, said it seemed that prisoner and others went to commit a robbery at a small shop in the Quarry Bay district.

There was no actual robbery, as the women in the shop, after being assaulted, raised an alarm, and the would-be robbers ran away. Prisoner was arrested the same day on the Shaukiwan road, and was subsequently identified by one of the women in the shop.

Prisoner, from the dock, said he went to the shop for cakes and then went away.

Prisoner was found guilty and sentenced to five years with hard labour and ten strokes of the "cat."

The Jury comprised: Messrs. D. E. Donnelly, Choa Po-yew, D. Bone, H. W. Pomeroy, J. Edgar, D. Harvey and J. A. V. Ribeiro.

A CHINESE WHO FELT THE COLD.

WEARING A NAVAL JERSEY.

Chak Fat, a Naval Dockyard coolie, was charged before Mr. R. E. Lindsell, at the Magistrate's Court with the larceny of one woollen jersey from the Kowloon Naval Depot.

When asked to plead, the defendant said he felt the cold and put the jacket on and forgot to take it off again.

Mr. Whibley, Inspector of Stores, said the man had been in the employ of the Naval Yard for the last three years. The jersey was identical with those stored in the Naval Depot. At present the stock was correct, but about twelve months ago a number were found to be missing. The jersey in the case was apparently one of those.

His Worship reserved sentence.

SNATCHER'S ASSISTANT SENT TO PRISON.

A Chinese named Leung Tak, who was apparently working in association with a snatcher in Queen's Road Central, was yesterday morning sent to prison by Mr. Hamilton for three months with hard labour. It appears that the snatcher had snatched a necklace valued at \$43.50 from a Chinese small girl. The alarm was raised and he was pursued. He passed on the necklace to his confederate who was arrested on the spot with the necklace in his possession. The snatcher managed to evade arrest.

NOTICE!!

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DEPARTMENT

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IN THE HONGKONG HOTEL BUILDINGS,
QUEEN'S ROAD

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NEW STOCK OF

JEWELLERY

WATCHES

CLOCKS

SILVERWARE

SILVER PLATE

CUT GLASS

TABLE CUTLERY, ETC.

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Face Powder:—

Poudre Surfine
Vanishing Cream Powder
Powder Compact—Refillable
Cream de Beauté (Liquid Face Powder)

Cream:—

Vanishing Cream
Cleansing Cream
Skin Food

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|------|---|-------------------------------|
| 2347 | THE FROG AND THE MOUSE
I'M SEVENTEEN COME SUNDAY | COYLE-BARTON |
| 2323 | IN LOVE
ON SUNDAY | " |
| 3348 | A LEGEND
WITH COURTLY GRACE | MURIEL BRAYSHILL
CONTRALTO |
| 3357 | THE FLOWERS THAT BLOOM IN THE
SPRING
TIT WILLOW | WILLIAMS-BARTON |

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Semi-Porcelain

DINNER SETS

New Shapes and Designs

\$75.00 \$87.50 \$97.50

DARK BLUE & GOLD LINE
DINNER, TEA AND BREAKFAST WARE.

TOILET SETS. TEA SETS.
TABLE GLASS.

NEW ADVERTISEMENTS

SHANGHAI MIXED COURT
FOREIGN CIVIL CASE No. 4268.BOWEN & COMPANY, PLAINTIFFS
and
DZUNG YIEN BANG, DEFENDANT.NATURE OF CLAIM
For the Specific Performance of a Contract.

Date, 22/3/24. Magis, Kwan. Assessor, White. Decision or Judgment, more. Adjourning for one month. If Defendant fails to appear without adequate reason Counsel for Plaintiff to proceed to prove his case. Counsel for Plaintiff to insert Affidavit in support of his claim. Days in Hongkong Court requiring presence of Defendant.

TO THE ABOVE NAMED DEFENDANT,
You are HEREBY GIVEN NOTICE that unless you appear within One Month from the Date hereof before the SHANGHAI MIXED COURT to the above Action the Plaintiff will proceed to prove their case in the above manner.
Dated the 19th day of March, 1924.

HASTINGS, DENNY & BOWLEY,
Solicitors for the Plaintiffs.THE HONGKONG AND SHANGHAI
HOTELS, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONGKONG & SHANGHAI HOTELS, LIMITED, will be held at the Hongkong Hotel, Pedder Street, Hongkong, on SATURDAY, the 22nd MARCH, 1924, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended the 31st December, 1923, confirming the appointment of Directors, and electing a Director and the Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from Friday, the 14th March, 1924, until Saturday, the 22nd March, 1924, both days inclusive.

By Order of the Board,
PERCY H. SUGLING,
Secretary.

Hongkong, 6th March, 1924. [480]

HONGKONG GENERAL CHAMBER
OF COMMERCE.

THE ANNUAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, MARCH 24th, 1924, at 4 o'clock precisely, in the Old Chamber of Commerce Room, City Hall, for the following purposes:

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1923.
2. To elect a New Committee.
3. To transact any General Business.

By Order,
D. K. BLAIR,
Secretary.

Hongkong, 15th March, 1924. [511]

CHINA SUGAR REFINING CO.

THE FORTY-SIXTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Messrs. JARDINE, MATHESON & CO., LTD., on MONDAY, the 31st MARCH, 1924, at 11.00 A.M., for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st December, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 31st March, 1924, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

[494]

THE HONGKONG FIRE INSURANCE
CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Under-Secretary, on THURSDAY, the 27th MARCH, 1924, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended the 31st December, 1923.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 13th to the 25th March, 1924, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, March 20th, 1924. [476]

HONGKONG LAND RECLAMATION
CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on FRIDAY, the 14th day of MARCH, 1924, at 11.30 o'clock in the Forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution, viz:—

"That the Company be wound up voluntarily and that the Liquidator be appointed."

AND NOTICE IS HEREBY ALSO GIVEN that a Further EXTRAORDINARY GENERAL MEETING of the Company will be held at the said Office of Messrs. JARDINE, MATHESON & CO., LTD., on SATURDAY, the 22nd day of MARCH, 1924, at 11.30 o'clock in the Forenoon, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and confirming the above mentioned Resolution.

Dated the 6th day of March, 1924.
By Order of the Board of Directors,
L. S. GREENHILL,
Acting Secretary.

[450]

INTIMATIONS

HONGKONG JOCKEY CLUB.

EXTRA RACE MEETING 1924.

MEMBERS SEASON TICKETS are Now Ready and may be obtained by those Members who have not already received them from Messrs. LINTHARD & DAVIS, Alexandra Buildings.

C. B. BROWN,
Secretary.

518.

HONGKONG JOCKEY CLUB.

THE FIRST EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 29th MARCH, 1924, commencing at 3 P.M. The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHARD & DAVIS at \$5 each up to FRIDAY, MARCH 28th.

The Stewards invite the Ladies of Hongkong to be present.

[519]

S.S. "COMMANDANT MAGES"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LA-PAL-LICO, COGNAC, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whose delivery may be obtained immediately after landing.

Bills of Lading will be counter-signed by the Under-signed. Goods remaining unclaimed after the 35th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 35th instant, or they will not be recognized.

All damaged packages will be examined on Tuesday, 25th instant, at 10 A.M. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 18th March, 1924. [520]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer

"SARPEDON"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignee's risk and subject to terms and conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 18th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th March, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 8th April, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th March, 1924. [533]

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.

The Steamship "BENLEDI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 2nd April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 19th March, 1924. [530]

TO LET.

A FEW OFFICE ROOMS. Apply—
SECRETARY of PRINCE'S BUILDINGS
AND LAND CO., LTD. [525]

TO LET.

FURNISHED HOUSE, in Good Position
at PRINCE'S BUILDINGS. Hot and Cold Baths. From
Middle April to September.
Apply Box No. 489,
c/o Hongkong Daily Press. [489]

PREPAID "WANTED"
ADVERTISEMENTS
Letters are lying at this Office for
Boxes—YI.

TO LET—One Well-Lighted OFFICE
ROOM on Top Floor, 6, QUEEN'S ROAD
CENTRAL. Apply—GANDY, PRICE & CO.,
LTD. [15]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE THIRTY-EIGHTH YEARLY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB will be held in the Club House on TUESDAY, the 25th MARCH, 1924, at 5.30 P.M.

By Order,
T. A. ROBERTSON,
Secretary.

Hongkong, 18th March, 1924. [515]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB, called in pursuance of a Resolution by more than 20 Resident Members, will be held in the Club House on TUESDAY, the 25th MARCH, 1924, immediately after the Yearly General Meeting.

Business—
As set forth in the Notice posted in the Hall of the Club.

By Order,
T. A. ROBERTSON,
Secretary.

Hongkong, 18th March, 1924. [513]

NOTICE.

AN Anglo-Belgian Steel Association Requires Reputable, Hard-working, Experienced, Well-instructed and Responsible CHINESE or BRITISH FIRM or Individual (BROKER or AGENT) who is able to the Trade (Bars, Angles, Joists, Channels, Sheets, Plates, Galvanized Wire, Wire Nails, Tubes, Galvanized Sheets, Black Sheets, Tinplates, Rods and Wire Rods, Zinc and Lead Sheets). Please reply in detail to Box No. 509, c/o Hongkong Daily Press. [509]

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LIMITED.

(INCORPORATED IN ENGLAND 1920)

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THE ALLIANCE BANK, LTD.

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AUTHORIZED CAPITAL \$5,000,000

SUBSCRIBED AND PAID UP \$2,500,000

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The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

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22, Des Voeux Road Central, Hongkong.

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RESERVE FUND \$5,000,000

CAPITAL CONTRIBUTED BY THE

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RESERVE FUND \$1,750,000

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54, Old Broad Street, E.O. 2.

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Developpement du Commerce et de l'Indus-

trie en France.

PARIS: Societe Generale pour Favoriser le

Developpement du Commerce et de l'Indus-

trie en France.

BANQUE DE PARIS et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le

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trie en France.

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Interest allowed on Current Accounts and

Fixed Deposits. Terms on application. Local

Bills discounted.

Foreign Exchange on the Principal Cities of

the World, bought and sold.

L. BAINES,
Manager.

[57]

THE
CORONET

TO-DAY TILL SUNDAY

POTASH
AND

PERLMUTTER.

INTIMATION

DEWAR'S

The Spirit beyond
compare

Most men choose DEWAR'S
and small wonder! Year in
and year out its distinctive
character remains steadfast
and incomparable.

Perfect distillation, genius in
blending and gigantic stocks
make DEWAR'S popularity,
—and will keep it!

Dewar's White Label and
Victoria VatAs supplied to the Houses
of Lords, and Commons.By Royal appointment to His
Majesty The King.

SOLE AGENTS:

A. S. WATSON &
CO., LTD.

ACKNOWLEDGMENT.

Mrs. SHILLIES desires to thank her
friends for the floral tributes sent
and for the sympathy and attend-
ances during her recent sad bereave-
ment. [538]

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MARCH 21st, 1924.

SIR JOHN JORDAN AND
CHINA.SIR JOHN JORDAN'S letter in *The Times*

on the subject of China's request to the

Nine Powers signatory to the Washington

Conference Agreement for a preliminary

Tariff Conference, lends valuable support

to the sentiments on this subject ex-

pressed by the Associated British Cham-

bers of Commerce in conference at

Shanghai, before the Chinese Government

had actually made the request. That

Conference reaffirmed the view it ex-

pressed a year ago, that the effective

control of the provinces by the Govern-

ment is an essential preliminary to all

reforms, whether administrative or

fiscal, and it urged the British Minister

to transmit to His Majesty's Govern-

ment an expression of the earnest hope of

the Associated British Chambers of Com-

merce of China and Hongkong, that the

granting of the 2½ per cent. Customs

surtax be made conditional on such

reforms as will, in addition to prepar-

ing for the eventual abolition of likin,

ensure adequate protection to foreign

life, property and treaty rights. What

is more, the Conference expressed in its

resolution the hope that pending ratifi-

cation of the Nine Powers' Customs Treaty

by all the Powers concerned, the Surtax

Conference will be preceded at an early

date by joint consideration and decision

by the Powers of their policy towards

China. We think it will be agreed that

the indications are that the Powers are

in general agreement as regards their

policy towards China, but it is mani-

festly desirable that there should be

some united declaration on the subject

in view of the fact that the Chinese

Government is asking the Powers to
fulfil undertakings given at the Wash-
ington Conference, and at the same
time, as Sir JOHN JORDAN puts it,
to waive the conditions underlying

the Washington Conference. The Nine
Powers Treaty relating to the Customs
tariff provides that "immediate steps
shall be taken, through a Special Con-

ference, to prepare the way for the
speedy abolition of likin, and for the
fulfilment of the other conditions laid
down in Article VIII. of the Treaty of

September 5th between Great Britain
and China," and in similar Articles in
the Treaties negotiated with the United
States and Japan in 1903. This Special

Conference is charged by the Washing-
ton Agreement with the consideration of
"the interim provisions to be applied
prior to the abolition of likin and the

fulfilment of the other conditions laid
down in the Treaties" above referred to.
All this predicates effective control by
the Central Government, and it is patent

to any man acquainted with existing
conditions in China that there is not the
remotest prospect at the present time
of the fulfilment of these treaty require-

ments—"the fundamental principles" which the British treaty says are to be
kept steadily in view. The whole basis

of the Washington Conference Agree-
ment, as of all Treaties with China, is
that China has a government in effective
control of the territory it claims to

govern, and for the Peking Government
to suggest that its control in the pro-
vinces is effective is simply mendacious.

Sir JOHN JORDAN correctly interprets the
sentiment of the foreign commercial
communities of China when he says:

"No one would grudge China increased
Customs revenue if she would only make
proper use of it and do something

towards reforming her fiscal system
which has gravely impeded trade for
more than half a century and has become
an intolerable burden." Sir JOHN speaks,

of course, with the authority of one
possessing a life-long and intimate
acquaintance with his subject, acquired
in China, and the fact that he was pre-

sent as an adviser at the Washington
Conference when this Agreement was
concluded lends weight to his insistence

that the terms of the Treaties and the
Washington Agreement on which the
promised surtax rests, have not yet been
fulfilled by China. When he addressed

the China Association in London as its
Chairman, a few months ago, he made
this remark on the subject: "A Confer-

ence which imposed the additional tax
irrespective of reduction or abolition of
likin would 'fail to carry out the spirit

of the Washington Agreement and would
act in violation of the Treaty of 1902,
on which the agreement is explicitly

based." It can hardly be doubted that
this view is shared in all the Legations
at Peking and we can only express our

surprise that the Chinese Foreign Office,
while Dr. WELLINGTON KOO is its Head,
should have challenged the Nine Powers

to a public expression of that conclusion.

The Chartered Bank of India, Australia
and China, Ltd., has opened a branch
at Tokyo.

A

CABLES.

[LATEST CABLES.]

[THROUGH REUTER'S AGENCY.]

MR. MULCAHY RESIGNS.
OTHERS TOLD TO RESIGN BY
GOVERNMENT.

DUBLIN, March 19th.
It is announced that the Daily Defence Minister, Mr. Mulcahy, has resigned.
The Government have demanded the resignations of Adjutant-General O'Sullivan, Chief of Staff McMahon, and Quartermaster-General O'Muirthile.

The Home Minister stated that last night's operations were undertaken without the authority of Mr. O'Duffy or consultation with the Executive Council.

ARMY HEAD TO "EXACT ABSOLUTE DISCIPLINE."

LATER.
The Home Minister said that the Executive Council were not satisfied that the menacing divisions and clearances in the Army had existed without knowledge of the heads of the Army. General O'Duffy, who had been appointed Minister for Defence and Inspector-General of the Army, would exact absolute discipline. Mr. Mulcahy said that the Government, in his opinion, were condoning the mutiny.

It was later announced that Mr. Cosgrave was undertaking the duties of Minister of Defence.

THE REASON WHY.

IRISH GOVERNMENT STANDS BY
ITS WORD.

LONDON, March 19th.
It appears that the Dublin Government's action in demanding the resignations was due to the fact that they considered that last Tuesday night's operations conflicted with their policy of giving the mutineers until the evening of the 20th to return all arms taken away.

SOUTHAMPTON ENGINEERS.

WILL EMPLOYERS DECLARE A
LOCKOUT?

LONDON, March 19th.
The strikers at Southampton having refused their leaders' advice to return to work, it is expected that the shipbuilding employers will declare a national lock-out next Saturday, involving over a hundred thousand people.

FRENCH TRADE RETURNS.

PARIS, March 19th.
In January and February French imports totalled 6,601,731,000 francs as against 4,476,727,000 francs during the same period last year. Exports were 6,013,112,000 francs as against 4,150,718,000 francs. (Havas.)

ABBAY BY-ELECTION.

MR. CHURCHILL DEFEATED BY
THIRTY-THREE VOTES.

REPORT ORDERED.

LONDON, March 19th.
Voting in the Abbey Division of Westminster resulted as follows:
Gen. J. S. Nicholson (Cons.)... 5,158
Mr. Winston Churchill... 4,153
Mr. Fenner Brockway (Labour)... 4,135
Mr. Scott Duckers (Liberal)... 290
A recount has been ordered.

EARLIER CABLES.

BRITISH EMPIRE PAGEANT.

NOTED ARTISTS JOIN IN GREAT
WORK AT WEMBLEY.

LONDON, March 19th.
In the House of Commons, moving an estimate of a hundred and eighteen thousand pounds sterling expenditure on the Empire Exhibition, Mr. Lyall stated that it had been definitely decided that H.M. the King will open the exhibition on St. George's Day, April 23rd.
With a view to capturing the imagination of visitors, the Government was embarking on a novel scheme of organising a unique pageant depicting the birth and growth of the Empire and the Empire as it is to-day.

The services of leading British artists had been secured. Mr. Louis N. Parker, Sir F. Benson, Mr. Granville Barker, and Mr. Rudyard Kipling had been responsible for most of the libretto, whilst Sir Edward Elgar would compose the music.

INDIAN FRONTIER AMBUSH.

BRITISH OFFICER AND TWO JAT
SOLDIERS KILLED.

PURNAWAR, March 19th.
A British officer was killed, two Indians were killed and six wounded, and a Lewis gun was captured in an ambush of a picket of the Jat Regiment near Chagmalai.

LONDON TRAM AND BUS
STRIKE THREAT.

LONDON, March 19th.
The Transport Workers' Union has ordered a strike of all the London tram and bus workers, from midnight of March 21st, failing a satisfactory agreement in the meantime.

HOLLAND AND RUSSIA.

RECOGNITION OF SOVIET
DISCUSSED.

THE HAGUE, March 19th.

In the Second Chamber, replying to the debate on the Foreign Office Estimates, the Minister, M. Van Karnebeek, said the Government did not see the necessity of any important alterations in the Rhine Navigation Act, being of opinion that the Rhine should be subordinated to the economic interests of world traffic and not made a political instrument. The Netherlands already took an important part in commerce with Russia and the question of de jure recognition depended on the goodwill of Russia and respect for Dutch political institutions. He hoped the day was not far distant when Russia would be admitted into the family of European Nations, but that depended primarily on Russia's good faith. The Government considered the refusal of Viscount Cecil's mutual guarantee pact as opposed to the most fundamental feelings of the Dutch people. Small states would become the military reserves of the powerful ones, which would stultify the League so far as the small states were concerned.
The leaders of the Catholic, Socialist and Historical Christian Parties expressed agreement with the Government's attitude.
M. Ravesteyn (Communist) proposed a motion demanding recognition of the Soviet Government. The sitting was adjourned.

FOOTBALL AT HOME.

LEAGUE AND CUP RESULTS.

LONDON, March 19th.
In the First Division of the English League, Liverpool beat Sunderland by 4 goals to 2. Nottingham defeated Newcastle by 2 to 1, and West Bromwich beat Preston North End by 2 to 1.
The Scottish Cup replay between Airdrieonians and Ayr, played at Glasgow, resulted in a draw of one goal each.
In the Scottish League, Aberdeen defeated the Rangers by 1 to 0.

EARLIER CABLES.

[REUTER'S AMERICAN SERVICE.]

ANARCHY IN HONDURAS.

LEGATION FIRED UPON AND
LOOTING RAMPANT.

WASHINGTON, March 19th.
Honduras, where two rival revolutionary factions have been fighting for weeks, has been in a state of anarchy since the death of President Gutierrez on March 11th. The disorders have culminated, according to a report by the American Minister, in a serious outbreak at Tegucigalpa, the capital, in which soldiers firing on the American Legation and Consulate. Many innocent persons in the streets were shot. Looting became rampant, and the damage done is estimated at four hundred thousand dollars, principally losses of British American and Chinese merchants.
A message from San Salvador says the Revolutionists have captured Tegucigalpa, the capital of Honduras, and Comayagua.

"I'LL TELL THE WORLD."

"ORDUNA'S" CREW PROMISE TO
BE GOOD.

NEW YORK, March 19th.
Seven members of the crew of the *Orduna* have been sentenced to punishment varying from a fine of ten dollars and seven days' imprisonment to a fine of a hundred dollars. The last named sentence was imposed on the chief steward, whose seven days' remand in prison was considered sufficient imprisonment.
These lenient sentences are due to a promise the Judge extracted from the prisoners to become missionaries and preach the word throughout the British mercantile marine that it is a serious matter to smuggle contraband into American ports.

CANADIAN FINANCE.

DECREASE IN ALMOST ALL
SERVICES.

OTTAWA, March 19th.
The Estimates for 1924-25 total \$400,572,000, being a reduction of \$10,573,000 compared with the previous year.
Practically every service shows a decrease. The estimates for defence, including naval and air, total \$11,697,000, a decrease of \$1,144,000.

JAPANESE DOMESTICS
FOR CANADA.LIMIT TO NUMBER ALLOWED TO
EMIGRATE.

OTTAWA, March 19th.
The Canadian Premier announced in the House of Commons the terms of the new agreement with Japan for control of immigration of Japanese into Canada. The Japanese Government intimates that the number of domestic servants and agricultural labourers coming to Canada will not exceed one hundred and fifty annually, these being the main class of immigrants now admitted.

U.S. WORLD FLIERS.

LEAVE OREGON TO START
THIRD LAP.

EDGEMONT, Oregon, March 19th.
The three United States army air cruisers attempting a world flight left here on their third lap this morning.

FAR EASTERN CABLE
NEWS.

[FROM OUR OWN CORRESPONDENT.]

SHIPS SINK AT SHANGHAI.

MYSTERY OF EX-TRANSPORT FROM
MANILA.

SHANGHAI, March 20th.
The ex-transport *Warren* owned by the Madrigal company of Manila, lying in the International dock, sank early this morning. She is now submerged in fifty feet of water. She had steam up for heating and lighting, but those aboard were unable to stem the inrush of water.
The crew, numbering fifty-two, were able to get ashore. There are no casualties. The cause of the sinking is not clear. It is believed that the *Warren* was insured.

SHANGHAI PERJURY CHARGE.

COURT SEQUEL TO SENSATIONAL
TRIAL.

SHANGHAI, March 20th.
In the British Court to-day, William Henry Goulbourne, an accountant, was charged with perjury in the Rowarth attempted murder case last June, in which the defence of Mrs. Rowarth was an alibi. Evidence was called and the case adjourned.

OBITUARY.

SHANGHAI, March 20th.
The death is announced of Mr. Frank Harry Hyde, proprietor of the Crest Hotel, a former resident in Hongkong.

BLAZE AT HONGKOW.

FIRE FIGHTERS MANAGE TO SAVE
VALUABLE PROPERTY.

SHANGHAI, March 20th.
A fire in the Hongkow district this morning destroyed fifteen Chinese dwellings and a number of sheds. The presence of a quantity of timber threatened valuable property in the vicinity. The firemen worked for two hours and a half before the flames were subdued.

BRITISH WOMEN'S MEETING.

PROPOSAL TO ENLARGE PRESENT
PREMISES.

SHANGHAI, March 20th.
At the British Women's annual meeting last night it was announced that, through the generosity of Mr. Maurice Benjamin, a considerable enlargement of the present premises could now be undertaken.

[THROUGH REUTER'S AGENCY.]

SIR JOHN JORDAN ON CHINA.

BRITISH EX-ENVOY AT PEKING ON
CUSTOMS SURTAX.

LONDON, March 19th.
Sir John Jordan, late British Envoy Extraordinary and Minister Plenipotentiary at Peking, in a letter to the *Times* on the subject of the Chinese request to the Powers for a preliminary Tariff Conference, opposes the suggested waiving of the conditions underlying the Washington Conference and granting the Peking Government a two and a half per cent. increase in the Customs tariff. Sir John points out that Chinese consumers and British manufacturers are alike interested in seeing that the taxation of foreign goods is not utilised merely as an expedient for settling accounts between a debtor country and its importunate creditors, and pitching up an arrangement which could at best be only a temporary palliative. He advocates insistence on the terms of the Washington Conference Agreement as the only long run to prove satisfactory to all.

He adds that no one would grudge China an increased Customs revenue if she would only make a proper use of it, and do something towards reforming her fiscal system, which has gravely impeded trade for more than half a century, and become an intolerable burden.

SINGAPORE BASE.

WHAT WILL HAPPEN TO WORK
ALREADY STARTED?

LONDON, March 19th.
In the House of Commons, replying to Sir F. Hall, Mr. Ammon said the expenditure in connection with the Singapore base had hitherto been seventy thousand pounds. A further sum would be incurred in connection with the closing down of the scheme. The Government whips would be put on when the Government's decision was discussed on Tuesday. The reports of the naval experts who had advised with regard to the matter would not be circulated.
As regards the question of whether such steps should be taken as would necessitate starting work afresh if the Government's successors reversed the decision, Mr. Ammon said that details with regard to the closing down of the work were now being considered.

SLOW SUFFOCATION.

SUBMARINE'S CREW FACING
GHOSTLY "DEATH."

Tokyo, March 20th.

The sunken submarine is lying horizontally on the sea bottom with a damaged conning-tower and flooded forward compartment, the occupants of which, including the Commander, are believed to be dead. Communication established by underwater telephone with the after compartment reveal the fact that two engineer officers and sixteen men are still living but are facing a horrible death by slow suffocation. The work of rescue is being rushed forward and working parties are making frantic efforts to introduce air tubes. The collision occurred as the vessel was rising to the surface, causing severe damage to the conning tower.

"BE QUICK! WE ARE GASPING!"

SASEBO, March 20th.
The crew of the submarine which sank yesterday morning at first answered the signal, saying "Be quick! We are gasping!" Since last night, however, there has been no answer.

[The "signal" referred to is presumably the communication effected, as pointed out in an earlier cable from Tokyo, by underwater telephone.]

ALL THAT REMAINED OF THEM.

Tokyo, Later.
The rescue parties have now established that eighteen men were still alive this morning aboard *Submarin* 13.

RUSSIA ENDS NEGOTIATIONS
WITH CHINA.CHINA'S "IRRETRIEVABLE
MISTAKE."

PEKING, March 20th.
M. Karakhan's ultimatum of the 13th inst. to China that she must give a definite reply within three days regarding the settlement, a preliminary draft of which he and the Chinese negotiator initiated on the 14th inst. having elapsed, M. Karakhan yesterday sent a note to the Chinese Government stating that, in accordance with instructions from Moscow, the negotiations must be considered concluded; and warning China that she had committed an irretrievable mistake which would affect future relations; that Russia reserved the right to establish the conditions of future treaties with China; and finally, that China would not be able to resume negotiations until she had unconditionally established formal relations with the Soviet.

In view of former threats from M. Karakhan, who has constantly endeavoured to intimidate China, the Chinese Government does not consider the negotiations ended, and the Cabinet this morning is further considering the matter.

AUSTRALIA SPEAKS OUT.

ANOTHER "WAKE UP, ENGLAND."

MELBOURNE, March 19th.
The Premier, Mr. Bruce, has made available his cable to Mr. Ramsay MacDonald laying stress on the necessity for the Singapore base, and pointing out that, without it, the Empire will be endangered. The Commonwealth considers that this is a fatal blow at the League of Nations. It is obvious that without the base Britain will be unable to maintain the quota of capital ships which the Washington Conference has permitted.

Mr. Bruce finally urged the Imperial Government to reconsider its decision, promising to submit to Parliament proposals for a substantial contribution towards the cost of the base.

JAPAN AND U.S. SHIPPING LAW.

PROTEST TO BE LODGED AGAINST
PREFERENTIAL RATES.

TOKYO, March 20th.
The execution of Article Twenty-eight of the American shipping law, giving preferential railway rates to cargo carried to and from America, by American vessels is regarded as seriously damaging Japanese shipping in the Pacific. The Japanese Ambassador has instructed a protest to be lodged on the ground that the article violates Articles One and Six of the Treaty of Commerce and Navigation of 1911. In some quarters the enforcement of the law is considered impracticable in view of existing contracts. It is understood that the question of reprisals are under discussion, in the event of satisfaction not being obtainable by means of diplomacy.

[BY COURTESY OF THE "DAILY BULLETIN."]

DEATH OF PRINCE KWACHO.

TOKYO, March 19th.
[An earlier message stated that Prince Kwachō, who is the second son of Prince Fushimi, was in a most critical condition, suffering from spinal meningitis.]

CHINESE NATIVE CUSTOMS

DUTY.

HONGKONG VIEWS.

On behalf of the Hongkong Chamber of Commerce, Mr. Brooke Smith moved the following resolution at the annual conference of the Associated British Chambers of Commerce:—

"That China be called upon to put into immediate effect Article III of the Commercial Treaty of 1903 whereby the duties and likin combined levied on junk-borne cargo between Hongkong and Treaty Ports in Kwangtung shall not be less than the duties levied by the Maritime Customs on similar goods carried by steamer. Further that, failing compliance by China with the above recommendations, the Maritime Customs duties concerned be reduced to the level of duties on junk-borne cargo."

In 1902 the Chinese Government formally undertook that the duties and likin combined levied on goods carried by junks from Hongkong to the Treaty Ports in Kwangtung Province and vice versa should together be not less than the duties charged by the Imperial Maritime Customs. Nothing, however, has since been done in spite of representations made through the Consular authorities and the Minister in Peking. In the meantime, the ordinary Maritime Customs tariff has been revised and there is a possibility of a surtax being imposed in the near future. The question is, therefore, one of considerable importance.

It has been argued that it would be unfair to charge the same duty for goods carried by native craft as for those carried by river steamer owing to the fact that rates of insurance are heavier in the former case and the time in transit longer. Enquiries have been made into these points and it has been found that the difference as regards insurance is comparatively small, while the extra time taken in transit is not of any great importance as nearly all junks are towed from Hongkong to Canton and vice versa. In any case, China has undertaken an obligation in this respect which has not been fulfilled. It must also be remembered that shipments by junk have an advantage over those by river steamer in so far as cargo by the latter method has to be lightered in Canton and Hongkong whereas this handling can often be avoided in the case of junk shipments.

A few items may be quoted to illustrate the big difference in favour of cargo carried by native boats. In each of the following examples the Native Customs duty, which has not been revised since 1856, includes the examination fee and *ching fee*:—

Maritime Customs	Native Customs
Brass sheets \$1.50 a picul	\$0.9 a picul
Candles "0.7 "	"0.3 "
Custor Oil "1.00 "	"0.5 "
Cowhides "1.2 "	"0.13 "
Iron nails "0.32 "	"0.02 "
Pig iron "0.11 "	"0.07 "
Kerosene "0.14 "	"0.11 "
Melon seeds "0.41 "	"0.11 "

These are only a few of many examples which could be given to illustrate the disparity between the two scales. It is obvious from this that British and foreign shipping companies are subjected to very unfair competition from Chinese junks which, when towed, are almost as satisfactory a means of transport as steamers.

The resolution was passed unanimously.

JAPANESE SQUADRON AT
TSINGTAO.

WHY A SHIP FAILED TO SALUTE.

A Japanese squadron, consisting of three battleships, three cruisers, nine destroyers, six submarines and two submarine depot ships, visited Tsingtao on the 18th inst. As the vessels entered the port salutes were exchanged with the Chinese cruisers in port.

The correspondent of a Chinese news agency writes: An amusing story is told in connection with the arrival of the Japanese Navy's special service ship *Fuji* which steamed into port on the 2nd inst. and which has since left for Port Arthur. The *Fuji* was a first class battleship during the time of the Russo-Japanese war and later was transferred to the training squadron. At the Washington Conference she was included in the list of warships to be dismantled. Consequently, all her guns were taken off her and she was commissioned as a "special service ship." When she attempted to Tsingtao on the 2nd inst., her commander informed the Chinese squadron here by means of flag signals that she was not in a position to exchange the customary salute. The men on the Chinese warships apparently could not make out the *Fuji*'s flag signals and, therefore, in due course, an officer was dispatched in one of the Japanese vessel's pinnaces to acquaint the senior Chinese officer commanding the Chinese ships here, in the absence of Rear Admiral Wen, as to the cause of the non-salute. As the Japanese officer could not speak Chinese, the language used was English. The Chinese on their part could not speak English, so that this latest attempt to acquaint the Chinese squadron of the *Fuji*'s inability to exchange the customary salute was likewise not successful. Eventually, the commander of the *Fuji* called on the chief of the Foreign Affairs Department of the Administration here and asked that gentleman to explain to the officer in temporary command of the Chinese squadron the reasons for the non-salute. The incident seems to have come to a satisfactory conclusion, but the community here considers all this to be beside the point. What it wishes to know is this: Are the men aboard the Chinese warships conversant with the Naval Code? And if not, are they fitted to be in charge of a country's fleet?

PROSPECTS FOR SHIPPING.

SIGNS OF REVIVAL FROM PERIOD
OF DEPRESSION.A Shipping Correspondent of *The Observer* says:—

There are signs, modest though they are at present, that the shipping trade is emerging slowly from its long period of depression. Shipping has always been the first to feel the effects of a contraction of international commerce and the last to reap the benefits of a revival, and thus it is that while for some time past those in close touch with industry in this country have been talking in a hopeful strain regarding the outlook, it is only comparatively recently that shipowners have been willing to agree that there are signs of the dawn of better times. This sentiment of cautious optimism has been reflected in the share market, where shipping stocks have of late been displaying an almost buoyant tendency.

Another indication that the slump is ending is afforded by the returns issued by the Chamber of Shipping relative to the ships laid up in British ports. On January 1st, these numbered 317 of 629,703 net tons, whereas three months previously the total was 335 vessels of 733,101 tons, so that the improvement is to the extent of 13 per cent. The decrease in the volume of idle tonnage applies both to ships engaged in the overseas trade and to those which run between coastwise and near Continental ports; thus it would appear that the greater activity indicated has been of a general nature and is not due to a passing demand in a particular trade. Inquiries elicit the fact that conditions in the passenger business are appreciably better, due in no small degree to the coming Empire Exhibition at Wembley. The lines serving the Dominions are receiving a steady flow of applications from prospective visitors, and the prospects of a big passenger movement in the North Atlantic trade are distinctly promising.

So far as the cargo-carrying section of the industry is concerned, considerable activity in chartering is reported. Not for many months has sentiment on the Baltic Exchange been so bullish. The demand for tonnage to carry grain from the River Plate is a brisk one, and is certain to lead to a further thinning of the ranks of laid-up vessels owing to the decision of owners to send out ships in ballast in order to secure the higher rates of freight which are being offered. Linseed shippers are also displaying an interest in cargowaves, and tonnage from the west coast of South America is an improving market. Indeed, in practically all the home-ward markets there is a gratifying firmness, and, although shipping managers hesitate to indulge in prophecy, they evince a quiet confidence, which it is fairly safe to assume will not be without its effect upon the Stock Exchange.

Whether this more optimistic feeling will lead to the placing of orders with the shipyards remains to be seen. The contention of shipowners is that the prices asked for new ships are still too high to enable them to be operated at a profit, while builders on their part declare that costs have been reduced to rock bottom. With a definite upward move in freights, however, the tendency would be for owners to scrap their old vessels and replace them with modern and more economical ones. Sooner or later there must be a big weeding out of obsolescent tonnage, and not until this will properly return to our shipbuilding industry.

THE NEW COLONIAL
SECRETARY.DETERMINED HIS CHILDREN
SHALL HAVE A CHANCE.

Addressing a representative gathering at the Savoy Hotel on Feb. 3rd, in celebration of the 25th annual dinner and dance of the Actor's Benevolent Fund, Mr. J. H. Thomas, Secretary of State for the Colonies, said it was the first time a Cabinet Minister had attended the gathering, and it rather demonstrated one of two things. "The first is, I believe," he proceeded, "that your profession is only now recognised by a respectable Government, or, alternatively, that you brought me here to treat me well in the hope that in a foolish moment I should say something about the entertainment tax." He could only conceive that his presence there that night was not so much due to the fact that he was a Cabinet Minister, but that there was a common interest between them. "You people serve the public," he added; "we believe we do. You people amuse the people, and we try to do so. The only difference is we go on with our performances even without the entertainment tax." (Loud laughter.) He was very interested when their chairman proposed the Royal toast—the toast which not only all members of their profession honoured, but which all loyal citizens in the country honoured; that which was more than a fetish, the health of the Royal family. Replying to cries of "Go on," Mr. Thomas said: "Oh, yes, I am going on, and this Government is going on. That is our intention for a long time. Like you, we do not often strike 25,000 a year. We are quite indifferent as to the audience. Unlike actors, interested in art alone, we have no desire to prevent the public appreciating a good thing." Speaking of the present Government, Mr. Thomas said their policy was not to pull down but to build up. "He was not bitter to those who had had a better chance than himself. He had no grievances against the men or women with a variety training, but what he intended to do was to see that his own children should not be denied the chance that he was denied."

If the object of statecraft is to convert Europe into a "chamber" within the lifetime of this generation, then the Quai d'Orsay is on the right tack. —Mr. Lloyd George.



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SHAOE	BANGKOK	24th "	26th "	HONGKONG
LOHATO	SHANGHAI	25th "	26th "	BATAVIA
TJIBODAS	MEAR & B'PAPAN	27th "	29th "	JAPAN
TJISALAK	NORTH CHINA	27th "	29th "	BATAVIA
TJIKEMBANG	MEAR & B'PAPAN	30th "	2nd Apr.	SHANGHAI
TJILIWONG	MEAR & B'PAPAN	30th "	2nd Apr.	SHANGHAI

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HONGKONG

OUR LONDON LETTER.

(Continued from page 8.)

trans, and therefore a minority—would suffer a drop in wages an outcry was raised. The Union executive put the question to a ballot whether the decision would be accepted and the drop in wages agreed to, and naturally the men said "No."

Hence the strike, with all the consequences of disturbance to travel and trade throughout the country. The stoppage is condemned by trade unionists as much as by the general public; and popular anger is not diminished, as may be well believed, when it is recalled that at the bottom of the trouble is personal jealousy between Mr. Bromley, the secretary of the Associated Society of Locomotive Engineers and Firemen, and Mr. Thomas, the secretary of the National Union of Railwaymen. This is one of the motives of the strike, and it has poisoned the spirit of railway trades unionism for years past.

FEMININE LEGISLATORS.

If they accomplish nothing else, the new women Members of Parliament are going to lend a little colour and variety to the House of Commons. So long as Lady Astor, Mrs. Wintingham and Mrs. Phillips were the only women entitled to write "M.P." after their names the House looked even more sombre than usual. All three were always garbed in black. If one desired a touch of colour it was necessary to look round for the scariest or canniest waif of some "dressed" man, or to glance up at the public gallery, where, after dinner, there were certain to be a number of women spectators in brilliant opera cloaks.

The pioneers among women Members were probably wise in attracting a little attention as possible by their dress, but now that there are eight of them they will become individually less prominent and will be at liberty to give range to feminine fancies. Lady Terrington has already set a Parliamentary precedent by coming to the House on several successive days in different costumes. This is a change indeed, because in the beginning one did not see a new frock once in six months. Miss Jewson, one of the Labour Members, has appeared in a scarf that would match Joseph's coat of many colours.

I am rather amused to discover that the women profess to be very annoyed at the amount of attention that has been given to their dress in the newspapers, and that what they wear has been the subject of comment; but why blame the papers? Members generally have been gossiping about the Daughters of Eve in the lobby, and—as men are apt to do—have even been appraising the looks of the eight.

CHARACTERISTICS.

On a first impression the Duchess of Athol strikes one as outstanding for her dignity and gracious manner. Lady Astor, the first woman M.P. to get elected, remains the most vivacious and outspoken. Mrs. Wintingham is still the most matronly and motherly-looking. Lady Terrington bears some resemblance to Lady Astor, in some respects the most interesting in Miss Margaret Bondfield, the leading Labour woman in the country, being the President this year of the Trades Union Congress. She is full of restless energy, and gives one the impression of being always on the alert and ready to pounce. She is a very highly-strung little woman. Miss Susan Lawrence, another Labour Member, who has grown grey in public service; and Miss Jewson, from Norwich, both look on the proceedings of Parliament rather wistfully and sadly, with the eyes of reformers dreaming great dreams.

IN THEATRE-LAND.

There has been a good deal of talk over the salary of £750 a week which, it is said, the Moss Empires Syndicate are paying Mr. George Robey under contract for the next 12 months. Nothing like this salary has been ever given previously to an artist appearing in variety shows. I believe the highest paid hitherto has been under £600. Some people ask the obvious question whether any stage performer is worth £750 a week. It is a sum that represents for about six weeks' effort to amuse the public as much as a Prime Minister is paid by a more or less grateful country for guiding and controlling the affairs of State for a year. Of course, there is no satisfactory answer to the question; all that can be usefully said is that George Robey's employers are keen business men and may be supposed to know what they are doing.

Meanwhile, it is curious to note that while George Robey is in clover, alarming reports are current in theatrical circles generally as to the slump which has set in among London theatres. Opinions differ about the reason, but in the main most of those in a position to speak on the subject give lack of money as the root cause. Several of the most popular of the Christmas-time productions have failed, and it is not altogether the fault of the play but lack of cash in the pockets of the theatre-going public.

SUNDAY OPENING OF THE EMPIRE EXHIBITION.

Interest is increasing in the movement to secure the Sunday opening of the great Empire Exhibition at Wembley. The fact may be noted by the student of social habits and prejudices that in connection with this movement the fight for rational and educational amusements in London has to be commenced all over again, as is inevitably the case when any big popular attraction is concerned. It took the National Sunday League some 40 years to secure the resolution by Parliament which enabled museums and picture-galleries to be opened for specific hours on Sundays; but all this counts for nothing whenever a new occasion such as the Wembley Exhibition comes up for consideration.

LONDON TRAFFIC PROBLEM.

Scotland Yard has issued an elaborate series of suggestions with regard to the control of traffic in the congested areas of the Metropolis. But I gather that the authorities are sceptical as to the efficiency of mere rules of the road or injunctions to drivers of vehicles. The cause of the trouble, as may be seen any day of the week, is the mixture of two forms of power—namely, motor and horse-power. Again and again, long lines of swiftly moving vehicles are held almost stationary by the fact that a horse-drawn van travelling at a walking pace blocks the way. It is the slowest vehicle in a chain of traffic that sets the pace. What is the solution? Are the streets to be dedicated to motor traffic and the horse excluded? If anybody has a scheme how to solve London's traffic problem he can rely upon obtaining both fame and fortune for his idea.—H.B.

Get fit & keep fit
To carry on the business of life with efficiency and success a condition of physical fitness is of the first importance. The difficulty of maintaining the general health unimpaired amidst the stress of modern life has never been greater than at the present time. Even the strongest suffer at some time from biliousness, sick headache, constipation, inactive liver. Beecham's Pills eliminate impurities from the system, strengthen the stomach, improve the appetite, and stimulate the liver. There is nothing to surpass this valuable corrective, so to get fit and keep fit.

Take Beecham's Pills

MARTIN'S PILLS

ADIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house. Chemists and Stores sell them throughout the world.

IVETARZO BLOOD PURIFIER
DR. LECLERCQ'S
PILLS FOR THE TREATMENT OF ALL DISEASES OF THE BLOOD AND SKIN.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
MANILA	"NAMSANG"	Saturday, 22nd Mar., 11 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Saturday, 22nd Mar., 3 p.m.
BANGKOK via SWATOW	"KWAISANG"	Tuesday, 25th Mar., 10 a.m.
SANDAKAN	"MAUSANG"	Tuesday, 25th Mar., 1 p.m.
SHANGHAI via SWATOW	"WINGSANG"	Wednesday, 26th Mar., 7 a.m.
SHANGHAI via SWATOW	"TAISANG"	Thursday, 27th Mar., 7 a.m.
SHANGHAI via SWATOW	"LOKSANG"	Friday, 28th Mar., 3 p.m.
STRAITS & CALCUTTA	"CHIPSANG"	Saturday, 29th Mar., Noon.
TIENTSIN	"YATSHING"	Sunday, 30th Mar., 7 a.m.
SHANGHAI via SWATOW	"LEESANG"	Sunday, 30th Mar., 10 a.m.
HAIPHONG via HOIKOW	"HINSANG"	Tuesday, 1st Apr., 1 p.m.
SANDAKAN	"KUTSANG"	Thursday, 10th Apr., 4 p.m.
KORE		

CALCUTTA LINE

S.S. "NAMSANG" will be despatched on or about Saturday, 22nd March 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone Central No. 515.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Des Hongkong	Vessel	Leave Hongkong	Discharge
"GLENBRANE"	25th Mar.	"PEMBROKESHIRE"	3rd Apr.	
"GLENBARRY"	17th Apr.	"GLENBRIDGE"	10th Apr.	
"GLENAMOI"	4th May	"GLENBRIDGE"	17th Apr.	
"GLENAPP"	15th May			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

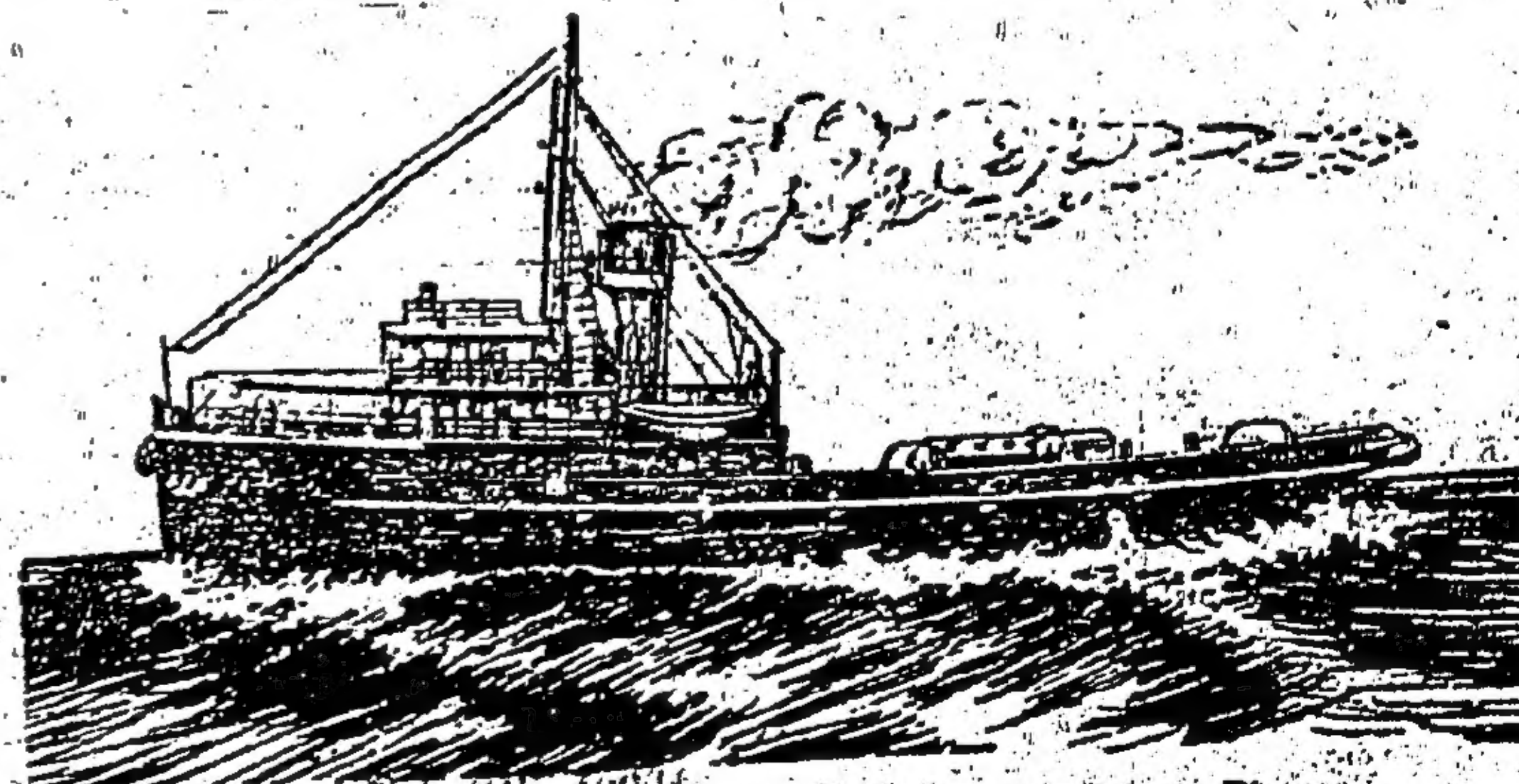
Telephone: Central No. 515 and 222. 22nd Central 2222.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

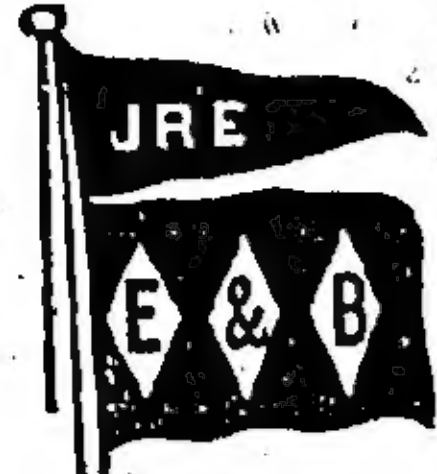
Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service. 1921. Length 165' E.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

ELLERMAN

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF YORK" 29th March Mars, L'don, Dunkirk & R'dam.
 "CITY OF CAIRO" 18th April Mars, L'don, R'dam & Hamburg.

PASSENGER SERVICE.

"CITY OF YORK" 29th March Marselles, London, etc.
 "CITY OF CAIRO" 18th April Do

FARES TO LONDON.

Single 1st Class "A" ... 2 92. "B" ... 2 54. 2nd Class "A" ... 2 62. "B" ... 2 56.
 Return "A" ... 4 16. "B" ... 4 17. "A" ... 4 108. "B" ... 4 98.
 Cargo Steamers, Saloon Passage £62.

NOTE—Particular Charge of Passage Rate by Cargo Steamers.

For further particulars apply to—

THE BANK LINE LTD.

(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "KNIGHT TEMPLAR" ... via Suez Canal ... 21st Mar.
 2. "CITY OF BRISTOL" ... via Suez Canal ... 21st Mar.
 3. "ATREUS" ... via Suez Canal ... 21st Apr.
 4. "KNARESBORO" ... via Suez Canal ... 21st Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	For Arr. at Hongkong and Sailing for S'hai and Japan.	Probable Sailing from Hongkong for Marseilles.
PORTHOS	21st Feb.	24th Mar.	30th Mar.
AMAZON	13th Apr.	11th Apr.	13th Apr.
ANGOR	6th Mar.	7th Apr.	27th Apr.
CHAMBERLAIN	21st Mar.	21st Apr.	18th May
PAUL LECAT	27th Mar.	28th Apr.	25th May
ANDRE LEBON			

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
 A Class (1st Class) ... 55.00 Od. B Class (1st Class) ... 53.00 Od.
 2nd " " ... 38.00 Od. 2nd " " ... 36.00 Od.
 Through Tickets to London and Landing Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

1. "LE DE LA TOUR" leaving for MARSEILLES, HAVRE, ANTWERP & DUNKIRK about the End of March.
 2. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about the End of March.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO., 3, QUEEN'S BUILDINGS.

Telephone Central 747.

COMBINATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. S. Turnbull ... Friday, 21st Mar., at 1 p.m.
 HAIPHONG ... Capt. A. H. Stewart ... Tuesday, 25th Mar., at 1 p.m.
 HAIPHONG ... Capt. Ellis Walker ... Friday, 28th Mar., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARSEN & CO.,

(General Manager).

JAPAN COAL

LANDS

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PRINCE STREET HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
 MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 HAYRE, EGYPTE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Cost	Sailings	Ports
"NADDERA"	15,993	22nd Mar. Noon	S'hai, Mars, L'don & A'werp.
"SICILIA"	6,813	24th Mar. Noon	S'hai, Mars, L'don & A'werp.
"PERIM"	7,848	26th Mar.	S'hai, Mars, L'don & A'werp.
"JEYPORE"	5,318	3rd Apr.	S'hai, Mars, L'don & A'werp.
"KHYBER"	9,014	5th Apr.	S'hai, Mars, L'don & A'werp.
"LAHORE"	8,252	11th Apr.	S'hai, Mars, L'don & A'werp.
"PANDA"	5,907	13th Apr.	S'hai, Mars, L'don & A'werp.
"CHINA"	7,932	15th Apr.	S'hai, Mars, L'don & A'werp.
"NELORE"	8,553	21st Apr.	S'hai, Mars, L'don & A'werp.
"BOUDAN"	6,696	23rd Apr.	S'hai, Mars, L'don & A'werp.
"KALYAN"	9,118	3rd May	S'hai, Mars, L'don & A'werp.
"PLASSY"	7,426	5th May	S'hai, Mars, L'don & A'werp.
"KASHMIR"	8,983	11th May	S'hai, Mars, L'don & A'werp.
"SICILIA"	6,813	13th May	S'hai, Mars, L'don & A'werp.
"KASHGAR"	9,097	19th May	S'hai, Mars, L'don & A'werp.
"BOUDAN"	6,696	21st May	S'hai, Mars, L'don & A'werp.
"MOREA"	10,911	27th May	S'hai, Mars, L'don & A'werp.
"KARMALA"	9,098	29th May	S'hai, Mars, L'don & A'werp.
"SICILIA"	6,813	31st May	S'hai, Mars, L'don & A'werp.
"MALWA"	10,941	6th June	S'hai, Mars, L'don & A'werp.
"DEVANHA"	8,092	8th June	S'hai, Mars, L'don & A'werp.
"MANTUA"	10,922	10th June	S'hai, Mars, L'don & A'werp.
"KHYBER"	9,014	12th June	S'hai, Mars, L'don & A'werp.

BRITISH INDIA - APCAR SAILINGS

"SIRSA"	22nd Mar. 6 a.m.	Singapore & Rangoon.
"TORILLA"	5th Apr.	Singapore, Penang & Calcutta.
"TALMA"	10th Apr.	do.
"JAPAN"	24th Apr.	do.

EASTERN & AUSTRALIAN SAILINGS (Sailings)

"ARAFURA"	6,000	2nd Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	30th Apr.	do.
"EASTERN"	4,000	28th May	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom, via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (See separate page for details.)
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Royal Mail Steamers to London via Suez Canal.

SAILING TO SHANGHAI & JAPAN

"KALYAN"	9,118	13rd Mar. 4 p.m.	Shanghai, Moji & Kobe.
"TALMA"	10,000	23rd Mar.	Amoy, Moji & Kobe.
"JAPAN"	6,052	29th Mar.	Moji & Kobe.
"KASHMIR"	8,983	4th Apr.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	11th Apr.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	18th Apr.	Shanghai, Moji & Kobe.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe.
"KASHGAR"	9,097	2nd May	Shanghai, Moji & Kobe.
"BOUDAN"	6,696	3rd May	Shanghai, Moji & Kobe.
"SICILIA"	6,813	18th May	Shanghai, Moji & Kobe.
"KASHGAR"	9,097	18th May	Shanghai, Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	7th June	Shanghai, Moji & Kobe.
"BOUDAN"	6,696	11th June	Shanghai, Moji & Kobe.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,941	27th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	5th July	Shanghai, Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai, Moji & Kobe.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,922	25th July	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	Shanghai, Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	8,983	22nd Aug.	Shanghai, Moji & Kobe.
"KASHMIR"	8,983	3rd Sept.	Shanghai, Moji & Kobe.
"MOREA"	10,911	18th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	9,097	3rd Oct.	Shanghai, Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting.

First-Class Passengers may travel by B.L.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 3 ft. x 3 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

35, Des Voeux Road Central, HONGKONG.

Agents.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line.

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI"	30th Mar.
S.S. "C. LOPEZ Y LOPEZ"	17th May.
S.S. "C. LOPEZ Y LOPEZ"	28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewards and Doctor carried.

For Freight and/or passage apply to—

O. D. BARRETTTO.

28, Central Avenue, B.O., CANTON.

BOTELO BROS. Alexandra Building, Hongkong.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. MOORISH PRINCE ... expected 31st March sailing 1st Apr.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

25, George's Building

Telephone Central 2108

Telegram (Furprince)

21

CHINA NAVIGATION CO., LIMITED.

SAILINGS	SUBJECT TO ALTERATIONS.	Date of Departure	Ports
AMOY & SHANGHAI	"WUHU"	On 31st Mar.	D.L.
SHANGHAI	"SZECHUEN"	On 31st Mar.	D.L.
SHANGHAI	"FOOCHOW"	On 31st Mar.	Noon.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 22nd Mar.	Noon.
HOIHOW & SINGAPORE	"CHENAN"	On 22nd Mar.	Noon.
TIENSIN	"KUEIHOW"	On 23rd Mar.	Noon.
SWATOW & SHANGHAI	"NINGPO"	On 23rd Mar.	D.L.
NEWORHANG	"CHANGCHOW"	On 23rd Mar.	D.L.
AMOY & SHANGHAI	"YUNNAN"	On 23rd Mar.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KWANGCHOW"	On 23rd Mar.	2 p.m.
SWATOW & BANGKOK	"KINGYUAN"	On 23rd Mar.	2 p.m.
SWATOW & SINGAPORE	"TEAN"	On 23rd Mar.	2 p.m.
MANILA	"SUNNING"	On 27th Mar.	9 a.m.
SWATOW & SHANGHAI	"SUTYANG"	On 28th Mar.	D.L.

SHANGHAI LINE—Excellent Saloon accommodation, midships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and Saturdays (direct extending to Tuesday) (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tuesday). Cargo taken on through Bills of Lading to all East and North China ports.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 28.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

14

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILING SUMMARY TO AUSTRALIA

Steamer	At Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Taurua, etc. & Aus. Ports
---------	----------------------------	--

"CHANGSHA" ... In Port ... 21st March, 10 a.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to

BUTTERFIELD & SWIRE.

Telephone Central No. 28.

Agents.

14

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DAORE CASTLE" ... Sails on or about 6th May.

14

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI

S.S. "NUMIDIA" ... Sails about 1st April

S.S. "PIUMI" ... Sails about 3rd April

S.S. "AUSSA" ... Sails about 1st May

S.S. "DUCHESSA D'AOSTA" ... Sails about 3rd May

S.S. "SILVIO PELLICO" ... Sails about 1st June

S.S. "NIPPON" ... Sails about 3rd June

S.S. "ROSANDRA" ... Sails about 3rd July

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "VENEZIA" ... Sails about 7th April

S.S. "NUMIDIA" ... Sails about 3rd May

S.S. "PIUMI" ... Sails about 1st May

S.S. "AUSSA" ... Sails about 3rd May

S.S. "DUCHESSA D'AOSTA" ... Sails about 1st June

S.S. "SILVIO PELLICO" ... Sails about 4th July

S.S. "NIPPON" ... Sails about 8th July

S.S. "ROSANDRA" ... Sails about 7th August

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO. LIMITED.

Telephone Central 1030.

Agents.

14

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"PARIS MARU" ... Wednesday, 9th Apr.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

"MEXICO MARU" ... Friday, 21st Mar.

BOMBAY, SINGAPORE & COLOMBO

"ATLAS MARU" (Calls at Penang) ... Tuesday, 25th Mar.

